TOWN OF MARLBOROUGH CELEBRATION OF

350th Hudson - Champlain

1609 Anniversary 1959

Marlborough - Milton - Lattingtown

HISTORY OF THE TOWN OF MARLBOROUGH
BY WILL PLANK

Vol. 1 The Fifty-Niner No. 2

ouvenir Edition Price 50 Cents

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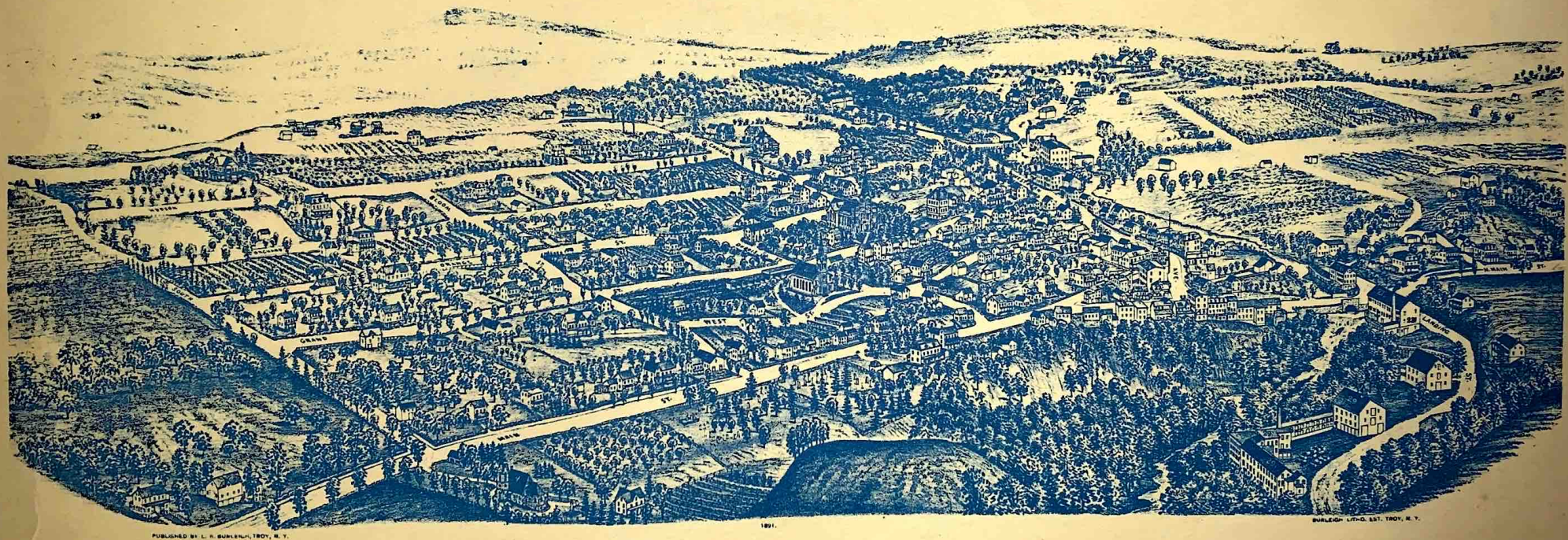

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1891.

BURLEIGH LITHO. EST. TROY, N. Y.

MARLBOROUGH, N. Y.

1 M. E. Church.
2 Presbyterian Church.
3 Roman Catholic Church.
4 Episcopal Church.
5 Public School.
6 Woolen Mill, Sheard & Gibson, Props.
7 Fruit Crate Factory, D. W. Knifin, Prop.
8 Charles Warren, General Merchandise.
9 Emmet Warren, Meat Market.
10 C. H. Harris, General Bakery & Ice Cream Rooms
11 Office of David Mosher, Physician & Surgeon.
11 Wm. H. Newman, Plumbing, Stove & Tin Store.
13 Exchange Hotel, Henry M. Knifin, Prop.
13 C. H. Knifin, General Store & Post Office.
14 J. C. Merritt, General Merchandise.
15 John Badner, Meat Market & General Store.
16 S. F. Burgess, Furniture, Carpets & Oil Cloth.
17 Office of A. H. Palmer, Physician & Surgeon.
18 Philip A. Rion, Funeral Director.
19 R. R. McNamee, Druggist & Chemist.
20 A. R. Masten, House & Carriage Painting.
21 M. V. B. Morgan, Meat Market.
22 J. S. Carpenter, General Merchandise.
23 Samuel Corwin's Sons, Hardware & Groceries.
24 Samuel Corwin's Sons, Dry Goods.
25 Pleasant View Hotel, M. McMullen.
26 N. W. Wright's Sons, Flour, Feed and General Grist Mill.
27 Marlborough Record Office, R. R. Carr, Editor and Prop.
28 Lawson Taylor, Blacksmithing.
29 Whitney Basket Co's Manufactory.

TOWN OF MARLBOROUGH

"Heart of the Hudson Valley Fruit Section"

MARLBOROUGH, ULSTER COUNTY, NEW YORK

TELEPHONE 9170

JOHN C. QUIMBY, SUPERVISOR

August 22, 1959

To the Citizens and Friends of the Town of Marlborough:

On May first of this year it was my privilege, as Supervisor, to proclaim the opening of the Year of History in the Town of Marlborough as part of the 350th Hudson-Champlain Anniversary Celebration. Now on behalf of the Town Board of the Town of Marlborough it affords me great pleasure to welcome you to the final weeks of this celebration. This will be a time during which you will be able to view some of the historic past of our town, one of the oldest in the State of New York, by visiting our exhibits, parades and special days. You will be privileged to view the original patent granted by Queen Anne to Captain William Bond in 1712. You will see a parade which will be both historical and hysterical. Special pageants and"days" will depict our past. And we will join with other communities of the County of Ulster in larger celebrations.

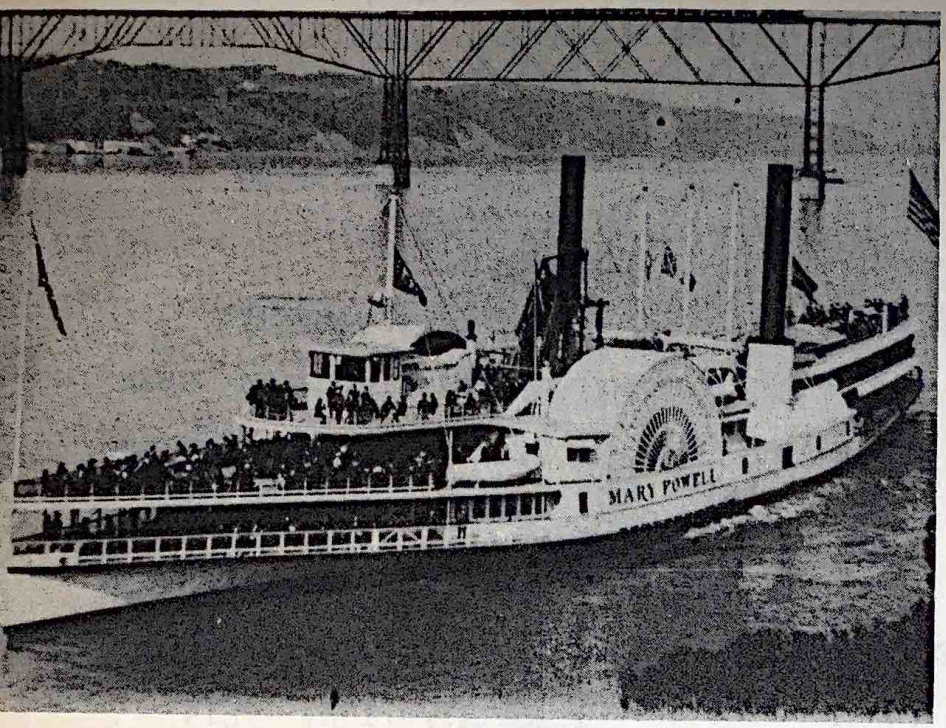
We owe a great debt of gratitude to the committee which has labored so diligently to make this program of activities an outstanding success.

So welcome to the various events. I trust you will find these programs entertaining, educational and enlightening and may you carry a bit of the past of the Town of Marlborough into its future.

Cordially yours,

John C. Quimby

HUDSON RIVER VESSELS, THEN AND NOW

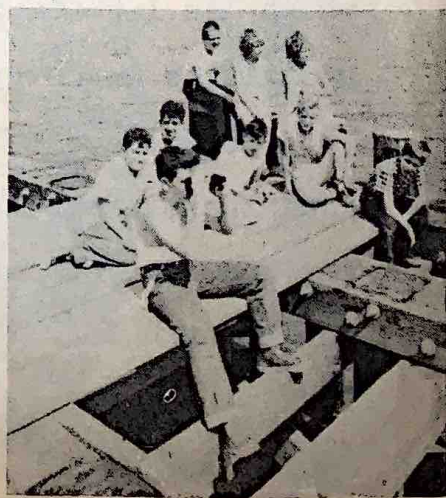


Famous Queen of the Hud
the Mary Powell, at Poughkeep
Built 1860, retired 1921.

Photo Courtesy by Ande

Shell Oil Company tanker at Milton dock, 1958. Oil trucks carry huge quantities of oil from the Shell distributing point to all parts of the east.

Glimpse of the Hudson, 1958.



Young folk at Shell dock, Milton, 1959.

Photos by Matthews

The History of Marlborough

By WILL PLANK

THE history of the town of Marlborough as we know it, dates back to September 12, 1609 when an intrepid English seaman Henry Hudson and his mixed crew of British and Dutch seamen viewed the beautiful forest-covered hills and valleys from the decks of a tiny 70-ton vessel called the "Halve Maen" or Half Moon. Hudson had been commissioned by the Dutch East India of Amsterdam to search for a northwest passage to Cathay and Cipangu (China and Japan) and to the rich spice islands of the Indian Ocean. When he found the Arctic ocean filled with barriers of ice he turned southwesterly and searched the indentations of the New England coast looking for a water passage to his goal. Finding none, he sailed south to the mouth of the Delaware river, then turned back north and entered what is now known as New York bay, previously discovered by Verrazano, an Italian navigator. Unlike his predecessor he pushed on up what he called North river, hoping that it would provide the passage to China. He must have been dissappointed to find a few days later that the water no longer was salt, but he continued on past Marlborough, noting two outstanding points of land extending into the river. These virtually mark the boundaries of our town—Dans Kammer on the south and Juffrow's Hook (Blue Point) on the north line. Hudson pushed on up the river until it grew much smaller in the Albany-Troy vicinity and he felt there was no hope of finding an outlet to the western ocean.

White Men Meet "The First Families"

On his return downstream on September 15th the captain and crew of the Half Moon saw numerous small parties of Indians gathered on the western hills overlooking the river, indicating great curiosity over this huge "canoe" and a desire to get better acquainted. The first few who came out in canoes were afraid to come aboard but later others overcame their fear and visited the crew, bringing some Indian wheat which the mariners got for trifles. The vessel continued down to the lower bay and on October 4 sailed for England. The land on both sides of the river which came to bear Hudson's name was naturally claimed for Holland by virtue of discovery.

The Indian tribes that occupied what is now the town of Marlborough belonged to the general classification of the Delawares and that they gathered in large numbers to spear fish in the Hudson is evident from the large number of artifacts, especially arrowheads, celts and spearheads which have been found recently on the high ground overlooking the Hudson and Jews Creek a short distance southwest of the Marlborough station. Some of these artifacts are made of quartz and other stone not obtained locally, indicating that other Indians from afar visited here during the periodic runs of shad, sturgeon and herring. There was plently of salmon also in those days and Hudson told of being presented some by the Indians.

The local "first families" were not disturbed again by white explorers until 1640, when on April 26th at sunset David de Vries, a Dutch sailor, anchored his vessel off Dans Kammer. Here he witnessed a party of Indians staging a wild, frenzied dance. Alarmed by the demonstration his sloop's company "stood well on their guard." Returning down the river May 15th he noted in his journal that many Indians were fishing on the rocks in the Dans Kammer neighborhood.

The next historical reference to our town was in August, 1663 when Lieut. Couwenhoven, representing the Dutch colonists, went to Dans Kammer in company with some friendly chiefs to arrange for the release of some prisoners taken by the Indians during the Second Esopus War. He remained off "De Duyfel's Dans Kammer" or the Devil's Dance Chamber, several days and wrote his commanding officer at Kingston that a party of some 400 Indians had gathered there, making a great uproar and threatening him in "a most insufferable manner." That there were wild dances with conjurors leaping about, turning head over heels and dashing through large fires while howling and caterwauling there is no doubt, but there is no record of white men ever being attacked and peaceful Indians continued to live here in harmony with the first white settlers until they gradually died out.

Town Named After Duke of Marlborough.

Marlborough gets its name of course from John Churchill, the fighting Duke of Marlborough, who fighting for the British, allied with the Dutch, won the great battles of Blenheim, 1703, Ramillies, 1706 and Oudenarde, 1708, which broke the power of the French and Louis XIV and won the eternal gratitude of the two nations. This but a few short years after Britons and Dutch had been at war and the latter lost New Amsterdam and all upstate New York as it became known immediately after.

Town Once Included Newburgh, New Windsor

The precinct or town of Marlborough was far larger as it was originally designated than it is today. Indeed, the original precinct organized in 1743 included all the patents lying along the Hudson from Moodna or Murderer's Creek to the line of New Paltz. This embraced the present towns of Marlborough, Plattekill, Newburgh and New Windsor. This immense tract of land had been purchased from Indian chiefs by Governor Dongan of Poughkeepsie for a total of ninety pounds and eleven shillings in merchandise, including rum. After 50 years an act of the Assembly in 1762 divided the precinct and Newburgh and New Windsor became seperated and held its first precinct meeting at the Hasbrouck house, now Washington's Headquarters. What is now the town of Plattekill remained until 1800 part of the town of Marlborough, or New Marlborough as it was first called. The first precinct meeting was held at the home of Henry Deyo in Lattingtown where Lewis DuBois was chosen supervisor. Lattingtown, now commonly spelled Lattintown, was named after John Latting who came here from Long Island with Joseph Carpenter in 1759 when the latter purchased the largest and best tract of land in the town. Lattingtown was for years prior to 1800 the most important settlement in the town, partly because it was centrally located in the town which at that time extended nearly to the Wallkill river. After the town of Plattekill was created, partly because it was difficult for its residents to cross the mountains to get to Lattingtown, the villages of Marlborough and Milton began to become the business centers of our town.

Evans, Barbarie, Bond and Other Land Grants

What is now the town of Marlborough as well as the towns of Plattekill, Newburgh and New Windsor narrowly missed becoming the property of one man—Captain John Evans of the man of war Defiance. Evans had served his king well and upon further consideration of 500 pounds sterling paid to Governor Fletcher was granted the whole area 18 miles fronting the Hudson and for a distance of 30 miles west of it. On this land he claimed to have planted several Scotch and Irish families. The grant was annulled, however, by an act of the Colonial Assembly in 1699 on the grounds that it was unwise to give such a huge tract of land to one man.

The next largest land grant in the town was that of the

(Continued on next page)

The History of Marlborough (Continued)

Barbarie Patent of 2000 acres in the north part of the town. It extended south from the limits of the Paltz patent on the present town of Loyd line and had a river front of a mile and a quarter and was given to John Barbarie. Most of the village of Milton was included in this grant. Second to it in importance and granted a year later in 1710 was the Bond Patent given to Capt. William Bond. This was of 600 acres and like the Barbarie patent reserved for the crown all the pine and fir trees of a diameter of two feet at twelve inches from the ground and such other trees as were suitable for making masts and planking for the royal navy. This patent belongs to members of the Hallock family, at Milton, who still own some of land described in it. On view as a historical exhibit it attracts much attention for the quality of its parchment, its penmanship and the huge wax seal of Queen Anne, three and one half inches in diameter.

In 1712 a patent granted to Griggs & Graham delivered to them 1200 acres on the north side of the south branch of Old Man's Kill near the village of Marlborough. Two years later a patent was given to Lewis Morris and others containing some 3600 acres adjoining the Griggs patent. These grants were later divided and sold to actual settlers.

Stream Got Its Name From First Settler

The first white settler in the town of Marlborough was Dennis Relje (now spelled Relyea) or as he afterwards was called "Old Dennis." This Dutchman, who may have have been one of the early settlers of New Paltz, located on the Old Man's Kill in Marlborough village about 1695.

Another of the earliest settlers was Gomez, the Jew, once a citizen of Portugal, who built a house on the stream called "Jew's Creek" just across the town line in Orange county. He won a reputation as a trader among the Indians and made a fortune from buying furs. The old stone house, long known as the home of Dard Hunter is said to have been built for Gomez. Early records say he had a grist mill near by and a limekiln near the Hudson where he took his furs for shipment to the city.

Col. Lewis DuBois Most Prominent Citizen.

Colonel Lewis DuBois who built and lived in the house that bears his name, owned the site of the village of Marlborough and lies at rest in Riverside cemetery, deserves to be called the town's greatest citizen. He settled in the town prior to 1760 and bought nearly 3000 acres of land on both sides of Old Man's Kill from a man named Quick. This man Quick was on improvident individual who was not averse to turning a quick buck—or in those days—shilling. By some means he had obtained a commission in the Continental militia but he lacked money to buy a horse, uniform and sword—in other words to fit him out in a style to which he was unaccustomed. He sold his patrimony of tree-covered acres to DuBois for the hard cash necessary to fit him out as an officer and a gentleman but apparently never made much of a name for himself as such for he does not reappear in history.

DuBois, on the other hand became noted as an army officer, public servant, astute business man and the father of Marlboro village. Prior to 1770 he built the house now occupied by John Rusk on Route 9-W, then the King's Highway. It was considered a great house in those days, was pointed out as the home of an arch rebel to the British General Vaughan sailing up the river to burn Kingston and was fired upon by the fleet. Cannonballs have been picked up at the place to verify the story and one of them reposes today at the museum at Washington's Headquarters, Newburgh. DuBois was supervisor of the vast precinct which extended to Moodna creek in 1763 and was the most prominent man in the region. He was perhaps better known as Major DuBois than as colonel, for he won a commission as major in the British colonial army prior to the Revolution. He was chosen a delegate to the Provincial Congress in New York in 1775 and entered the "Continental Line" as captain in James Clinton's regiment when it was organized to invade Canada. He was appointed major in the Newburgh regiment and on November 17, 1776 was promoted to colonel and given command of the Fifth regiment under General George Clinton. Fighting desperately against trained British regulars at Fort Montgomery, DuBois was captured as he attempted to rescue a trumpeter who following his colonel's example had jumped into the Hudson, forgetting he could not swim, in his anxiety to escape the British bayonets. DuBois took the soldier in tow and was so burdened thereby he could swim but slowly and was forced to surrender. After a year in prison in New York he was exchanged for a British colonel. DuBois served as president of the court-martial which tried Daniel Taylor, a British spy, captured while carrying messages from Gen. Henry Clinton to Burgoyne . The message was contained in a lead bullet which Taylor swallowed, but it was recovered. Taylor was convicted and hanged from an apple tree at Hurley.

Resigning from the army in 1779 DuBois spent most of his time looking after his many interests in Marlborough. He had a grain mill on the dock road near the cataract of Old Man's Kill and furnished wheat to the Continental army at West Point. Later he established a fulling mill and woolen factory at the smaller falls later used by Woolsey Wright's grist mill back of the present site of the Marlborough mill. He was engaged in farming on a large scale and held many slaves. He provided two acres for the location of a church and cemetery for the Presbyterians and was by far the largest contributor to the fund for building the meeting house (£15) in 1763. Since only one other contributor gave more than £3 it may be seen that he was principally responsible for building the oldest church in the town. DuBois died in 1802 and his son Lewis carried on his milling business and owned 900 acres north of the kill which was later sold to Samuel Harris and converted into small farms. Although Col. DuBois did so much to develop Marlborough he passed up the opportunity to make it a port of entry. He owned the riverfront property and turned down an eastern company which wanted to establish a depot for whale oil. DuBois failed to see how such a sale would benefit him and the promoters went to Hudson to establish a business which flourished there for many years.

Early Prominent Families Around Milton

Included among the most prominent families contributing to the development of the town are the Hallocks and Smiths of Milton. Edward Hallock, the first of the name in the town came here from Long Island December 31, 1760. He had been a seafaring man, owner of a number of vessels, all but one of which had been lost to French cruisers during the Seven Years War. He bought 1,000 acres of land at Milton and built a grist and sawmill. A preacher in the Friends' church he and twelve children did much to cultivate the growth of Quakers in this region. Descendants have long been identified with milling and agricultural interests in Milton.

In 1762 Leonard Smith, his five sons and two daughters, came to Milton and bought a tract north of the village. The eldest son Anning built the Smith pond which provided a fall of water 120 feet in height. Using its power he built a woolen mill and saw and grist mill. He also kept a store and from his dock maintained shipping service by sloop. A public spirited man, he served several years on the board of supervisors and was the first justice of the peace in Marlborough, having been appointed by Gov. George Clinton. He laid out the back road to the west. For two and one-half miles it ran through his own 1500 acre farm. He was one of the original trustees of the Marlborough Presbyterian church and organized a company for service during the Revolution. He served as captain and was

on duty in the Mid-Hudson region.

A brother Luff Smith was a prominent man in the south part of the town. An enthusiastic Methodist, he was the leader of the Marlborough class in the Newburgh circuit in 1798. Another brother, Nehemiah, served in the state legislature from Ulster county several years and still another, Leonard, became a militia officer after the Revolution and served as a brigadier general from Orange county during the War of 1812.

L. Harrison Smith, the grandson of Anning, learned merchandising by clerking at the store of Jesse I. Conklin in Milton, then went to New York where he was in business many years before returning home to conduct a store on the dock. He was elected member of the assembly on the Democratic ticket and did much in 1853-54 to weld together the discordant elements of the party. Always Democrats, one of Smiths's sons was a deputy collector of internal revenue and another, Fred H. became postmaster of Milton. Years later during the Wilson presidency another Fred Smith served in the same capacity as a political award.

Benjamin Sands, head of his family, came to Milton from Dutchess county about 1765 and bought about 1000 acres from the Hallock family on the site of the village. His son David was a ship carpenter, conducted a store on Sands dock near the West Shore station and operated a sloop to New York.

The Woolsey family also came to Milton from Dutchess county prior to 1860. Wm. Woolsey was an ensign in the Continental army. A descendant, C. Meech Woolsey served as a lieutenant during the Civil War and later was assemblyman.

He was also town supervisor and was the author of the second "History of the Town of Marlborough."

Some First Settlers in Lattingtown Area

When Joseph Carpenter with a party of friends from Oyster Bay bought a large tract of land at Lattingtown for £500 in 1753 he did much to develop this rich section into what was regarded as the garden spot of the town. His grandson Mobray Carpenter developed Hampton, later known as Cedarcliff. He established docks, a store with his brother Joseph, had sloops running to New York and built the house where Alexander Youngs lived. He was intrumental in getting the ferry started to New Hamburg to provide service to and from the New York & Hudson River R.R. When the public road was built straight to the west uphill and downhill to the West Marlborough district the summer vacationists came this way from New York to relax at local boarding houses. In 1843 Mobray built the store and started the general merchandise business conducted for years afterwards by James Carpenter & Son.

Richard Harcourt, who came here from Oyster Bay in 1754, bought 1000 acres between the Lattingtown road and the state highway. He was commissioned "One of His Majesty's Justices for the Colony of New York." His son Nathaniel was an intense patriot during the Revolution. Benjamin, his son, a staunch Democrat, served as town supervisor five years, was county sheriff one term and purchased the land and equipment for the county poor farm. He was prominent as a cattle drover for the New York market and interested in shipping.

Early Settlers in Marlborough and Vicinity

Alexander and John Young, brothers came from England, via Long Island, to settle on the former Lyons farm south of Milton in about 1760. Edward, a son of John, was perhaps the largest of the early fruit growers in the town and introduced the famous Antwerp raspberry to the New York market around 1838. The fruit became so popular there that its cultivation put Marlborough on the map as a fruit growing section and brought a great deal of wealth to the industry.

Two sons, William C. and Alexander, developed the demand for raspberries by personally showing them to leading grocers and taking orders. Both became large fruit growers at Hampton (Cedarcliff.) In 1858 William sold out to Alexander and bought the farm north of Marlborough which he developed so highly. In 1862 he built Young's dock, known as the Upper dock to provide greater facilities for shipping fruit. Later his son Charles went into business with him and conducted a coal, lumber and fertilizer business at the dock.

The Wygants, who perhaps had more descendants remaining than any other in the town, came to Newburgh as religious fugitives from the Palatine country of the Rhine in 1708 and settled on the German Patent, now a portion of the city. The original settler was Michael Weigand, but his grandson, Martin who conducted the principal tavern in Newburgh, changed the spelling to Wygant. The tavern was a favorite resort of the loyal during the Revolution. Michael Wygant, grandson of the original colonist, was the first to come to Marlborough. He served in the Revolutionary army and was one of the original subscribers to the local Presbyterian church and a trustee in 1785. Three sons, James, Michael and John had adjoining farms in West Marlborough. James served in the War of 1812 and and his son Clemence and grandsons Foster and J. Calvin became prominent fruit growers and were largely responsible for the growth of the industry.

The Hepworth name first appears in business annals of the town during the first quarter of the last century when Joseph Hepworth operated a mill on the creek in Marlborough and later when interested in the same line on Greaves pond. His son and grandson, J. A. Hepworth, were primarily interested in farming and fruit growing. They lived in the big house on Route 9-W where th was once a hotel. J. Augustus was the most adventurous of the family . As a boy he went to California during the gold rush days, returned home for a short time, tired of the quiet life here and went back to the coast a second time. There he joined a party engaged to run a cable and telegraph line from Alaska and the Bering Sea to and across the frigid wastes of Siberia. He had many interesting experiences before returning to California, thence home to New York via the isthmus of Yucatan. He settled down to become one of our leading fruit growers, cultivating the Antwerp raspberries and introducing new varieties of fruit. Later he became president of the First National Bank of Marlborough, retired and died at his home on Grand street. His sons June and Milo also became prominent fruit growers.

Marlborough Before the Revolution

At the first meeting of the precinct of New Marlborough hald at the Henry Deyo home in Lattingtown in 1772 little was done except electing officers. These included Lewis DuBois, supervisor and Abijah Perkins, clerk. Three assessors were chosen, also two commissioners, two poormasters—it seems we always had the poor with us—a pounder, presumably to check up on stray dogs and larger animals, a constable, two fence viewers and five pathmasters, charged with giving some attention to the public roads of the town.

At the second meeting held at Richard Carpenter's, Lattingtown, April 6, 1773, the first road districts were laid out. The third meeting was held at Silas Purdy's inn, later the H. E. Gaede place, now the Villa Fontaine. This was a most popular place at the time, 1776, for the patriots gathered there, enlisted and drilled and doubtless bolstered up their courage by partaking freely of Silas' wet goods. In addition to his tavern Purdy had a mill and kept the pound where stray cattle were held. It was so much the center of things that the stocks for public punishment were located there. The stocks were set up in 1773. One pound was voted at the town meeting that year to pay for the stocks. The pound at Purdy's was but one

of two maintained in the town for there were many cattle, hogs and sheep running loose and preying upon neighbors' property. Hogs were permitted to run loose if they were "well yoked together."

The first meeting after the precinct became a town was in April, 1778 when £125 were voted for the poor. It was also voted to pay John Davis, the last collector, £16 for bad money he lost in the county treasury, out of the poor fund.

When the town meeting was held in Lattingtown again in 1780 another payment was voted to make good another sum of bad money. In 1792 the town granted its first liquor licenses for the sum of £2 each. No fewer than nine licenses were taken out. In 1793 it "was voted unanimously that the dog tax be finally disannulled." In 1796 it was "Voted that all innholders of the town or tavernkeepers shall pay the excise moneys down or No 1 shall be permitted to retail Spiritus Lickwor." Also "Voted no liquor shall be sold at the next town meeting and no Hors racing shall Be don under the Penalty of five pounds fine."

On May 1, 1800, an election for senator was held in the town and 84 votes were cast for 15 candidates.

Service During the Revolution

During the Revolution most all of the Marlborough men served with the companies of Capt. Anning Smith from Milton, Capt. Arthur Smith of Newburgh precinct, including Marlborough and Plattekill and in Col. Hasbrouck's regiment where Lewis DuBois was major. Capt. Belknap's company of Newburgh also had recruits from here. This company was mustered in for duty at the home of Mrs. Anna DuBois in Marlborough. Probably all their service was confined to the defense of the Hudson valley where they helped defend Forts Constitution, Clinton and Montgomery. In addition to Col. DuBois and Capt. Anning Smith, Nehemiah Carpenter had a commission as quartermaster. Others served in the line

Some 250 men in the town, which included Plattekill, signed the pledge of fealty to the Constitution and Continental Congress. There were several Tories in the town who remained true to the king. Some went to New York to join the British forces and it is thought a few were with Vaughan's expedition up the river after the chain across the Hudson was cut at Fort Montgomery. If so, they probably pointed out the homes of Col. DuBois and Capt. Anning Smith both of which were fired upon. Some loyalists were more noisy than wise, particularly one Samuel Devine who repeatedly drank "Damnation to the Congress and All the Whigs" and urged that information about the rebels be turned over to the king's officers. He was court martialed and sentenced to be hung, but was pardoned under the gallows by Governor Clinton. After the freedom of the colonies was won some of these loyalists moved to New Brunswick and other Canadian provinces but most of them remained to gradually grow accustomed to the new state of affairs.

Militia companies were continued after the close of the war. One organized by Wm. Acker and composed of Orange county men supplemented by men from Marlborough existed from 1804 until 1838. In the War of 1812 it was in service on Long Island. Nathaniel DuBois succeeded Acker in command. The last captain of the company was Robert D. Mapes of Marlborough.

EARLY INDUSTRIES IN MARLBOROUGH

Manufacturing in the town of Marlborough has been varied if not as great as in many communities. Few people living today have any idea of the great variety of products that have been produced in both Milton and Marlborough. At first, naturally enough, most of the industries were confined to grist mills, sawmills and woolen mills, providing material for local people. Major DuBois had two grist mills on Old Man's Kill. There was one on Buckley's or Jew's Creek and two at Milton. A sawmill was once operated on Buckley's Creek east of the cemetery and logs used to be floated there from the river.

Buckley Was Manufacturer of Broadcloth.

The most prominent early manufacturer was John Buckley. who came from New Hampshire and lived in the large residence on the post road occupied in 1959 by Norman MacBeth. Buckley was an expert machinist and was employed in Providence, R. I., when he met Samuel Slater, who may be considered the father of American manufacturing. Slater had begun to make cotton machinery, the manufacture of which had been kept a closely guarded secret in England, in order that goods of British manufacture would have no competition elsewhere. Learning how, Slater was enjoying a good business and Buckley took lessons from him. In 1809 a cotton manufacturing mill was established in Pleasant Valley in Dutchess county and Buckley supervised the installation of a waterwheel and machinery. After the mill was in successful operation he went to Cornwall to join the Cornwall Cotton Manufactory as a stockholder and soon had this plant doing a big business. The War of 1812 was on and imports of cotton goods had sunk to a low ebb, making a great demand for the domestic product. After the close of the war the bottom dropped out of the market and many manufacturers were discouraged. Not Buckley, however. He wanted his own business and bought the carding and spinning mill which had been established on Old Man's Kill about 1810-11. At first he did carding and spinning wool for farmers of Ulster and Orange counties. Several looms were added soon after and he began making cloth. He was so successful that he enlarged his mill and in 1822 took in the Thorne brothers as partners. The mill was again enlarged and became known as the Marlborough Woolen Factory. The firm began manufacturing broadcloth and satinets, using skilled English operators with expert dyers. This last department Buckley took charge of personally and soon had a reputation for durable and brilliant colors that made his products in great demand. His firm was awarded diplomas and premiums for the best pieces of blue broadcloth made from American wool. In 1830 the firm dissolved but Buckley continued in this business until 1855 when he converted the factory into a cotton mill making twine and cotton warps. He continued this business until 1861 when he retired and died in the village in 1870.

Shoddy Mill Made Blankets for Man and Beast

The shoddy mill operated by Sheard & Gibson, was originally built as a grist mill by Matthew Berrian. Later Joshua Bailey manufactured blankets and carpets here. Sheard & Gibson began manufacturing bed and horse blankets in a modest way in 1875 and soon their business grew to such proportions that they erected a factory 105x34 feet and several smaller buildings for dyeing, drying and picking, as well as their engine and boiler house. From 40 to 50 men and women were employed. The firm continued to operate the old Bailey blanket factory half a mile upstream. The brick chimney of the old three-story plant, commonly known as the shoddy mill, is all that remains to remind one of a once flourishing business.

Paper Mill Failed; Package Factories Flourished

A paper mill just below the old Bailey plant was owned by David Munn and operated by Patten & Beebe. Another more ambitious paper mill was established in 1862 on the site of the old Whitney Basket Factory. Built by Nathaniel Adams, the mill was operated by Robert Beebe & Co., until it was bought by Augustus Clark and H. H. Holden. The firm specialized in making hymnbook paper out of rags. A Poughkeep-

sie firm later bought the business but could not make it go. Another failure resulted when the Rahway Glue Co., bought it to make glue and soon failed. Isaac Staples, the mortgagee, sold the property to Nathaniel DuBois June 1, 1876 and the Whitney Basket Company began operations there.

Whitney Basket Factory Was the Largest

The Whitney basket factory, the largest manufacturing establishment the town has ever had, began doing business first in Milton in 1853 when John F. Whitney began making packages to serve the growing fruit industry. His son Oliver joined him in the business in 1862 and the firm operated as John F. Whitney & Son until 1876. By that time the business had increased to such an extent that much larger facilities were needed. Nathaniel H. DuBois joined the firm which became known as the Whitney Basket Co., and a large factory was built on the site of the old paper mill on the Marlborough dock road. The principal building of the new company was 160 feet long with a wing 42 feet in width—all three stories high. Another building used back of it was 30x60 feet with four floors including the basement and a drying house 30x55 was added in 1885.

A thirty-horse turbine wheel supplied power and a forty-horse engine supplemented it when water was low and was also used to supply more water for the turbine. Thirty men and sixty women and girls were employed at the plant which had a payroll up to $500 a week and operated throughout the year. The firm made a variety of packages with an output of nearly five million a year. Square quart baskets were principal products as well as Jumbo gift baskets which were in great demand because they did not have to be returned to the shipper. More than a million of each type were made annually, as were vast quantities of peach baskets, quarts and crates for strawberries and other packages. Gift crates designed by DuBois, holding 50 pounds of grapes were favorite containers, supplementing the gift baskets designed by Mr. Whitney.

Logs in Morning, Fruit Filled Packages at Night.

Logs of beech, birch and basswood were received at the dock, drawn to the plant and cut into sections five feet long before being placed in a 28-foot steam bath which handled 25 logs at a time. Here they were soaked twentyfour hours and then placed in the veneer machine which peeled off sheets a twentieth of an inch or thicker. Knives cut the veneer into suitable sizes. The baskets were made up on the second floor. The logs were made up into baskets very quickly, especially during the fruit shipping season when there were frequently long lines of wagons waiting for packages. Often a log was taken from the dock in the morning, made into packages which were filled with fruit, and sent back to the dock and shipped to New York that same night. A telegraph office was maintained at the plant so that orders from New York could be filled as quickly as those from local fruit growers. The factory was a big asset to the village until it burned in 1898. The heat from the fire of the huge frame structures was so intense that it shattered windows in the brick Hartshorn building on Main St. The fire started about 8 o'clock at night and with the limited firefighting equipment available at the time nothing could be done to save the buildings. Local firemen did what they could but their efforts were futile. One firemen is reported to have been overcome—not by the fire, nor the smoke—but by firewater—served as a stimulant to the nearly exhausted men. He was so badly affected that it was necessary to turn the hose on him to sober him up. In 1957 part of the property occupied by the factory was taken over by the local water district for its pumping station.

Greaves Kept His Dye Formula Secret

The Greaves dye manufactory started in a two-story frame building on the lower end of Greaves pond in 1860, was for many years one of the best known in the country. Originally started by Joseph Greaves and William Reed, and continued by the former, an expert dye-maker, the quality of its product gave it a splendid reputation. Many sought to learn the secret of making such a splendid product but Greaves kept it to himself. The business grew steadily until fire destroyed the plant in about 1883. Larger brick buildings were erected and soon there were five used by the factory as well as two tenant houses and the commodious Greaves residence. The plant was devoted to the manufacture of aniline dyes and no visitors were allowed in certain parts of the plant in order that the secret formula of the founder might be preserved. Dyes were shipped here in great vats of 300- to 400-gallons capacity, treated by Greaves and shipped out again to compete with the best obtainable. Old timers can remember back in the late 90's the big wagons, drawn by two huge horses, with three heavy vats aboard, toiling slowly up the dock hill, through the village streets—the driver walking alongside—enroute to the plant. It was thought this was a permanent business but with the manufacture of synthetic dyes during and after the World War the business became history.

The manufacture of ingrain carpets became an important part of the Greaves industry and this business also became well known because he made only the highest quality. For many years this business prospered under the direction of Joseph, jr., but after his death the sons Herbert, Joseph and Benjamin did not work well together and some time after the turn of the century the industry was abandoned.

Long after the Greaves property had been sold to people from the metropolitan area some of the buildings were used again for another line of business—this one that was frowned upon by the federal government. It was during the prohibition era and the then secluded spot was considered an ideal place for making illegal beverages. Revenue officers raided the place, discovered and destroyed one of the biggest stills ever found in the Mid Hudson region. Individuals left in charge were unable to speak English, it was claimed, but they evidently knew how to conduct a thriving business.

Buttons Kept Many Employed

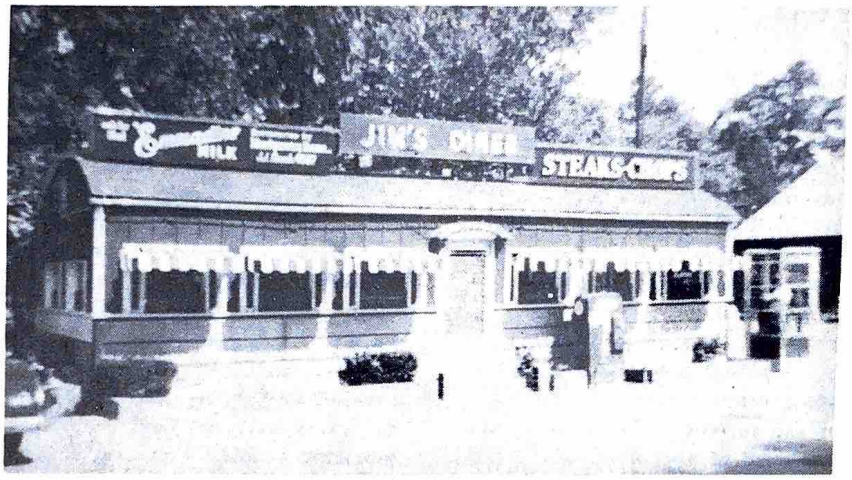
Buttons also provided employment for many Marlborough men and women over two decades. The business of cutting buttons from freshwater mussel shells was started around 1900 by William Wright and a partner named Carpenter. They imported shells from the Mississippi at Muscatine, Iowa, and had machines which stamped out the buttons which were finished elsewhere. The business did not survive long.

Rink Building Was Once a Place of Entertainment

The firm operated in the old "Rink Building" on the corner of Main St., and the Dock Road. There had been mills on this site many years previously but the building as we know it now (1959) had been built and used with entertainment in mind. A roller rink did a good business there for a time and in the 80's and 90's traveling shows and home talent productions were offered there. In 1885 the Marlborough Progress, a four page newspaper was started on the second floor by Charles H. Cochrane and M. F. Applegate. They also had a job printing business there, the machinery being operated by water power. Cochrane took over the business the next year. He was the author of the first "History of Marlborough" printed in Poughkeepsie in 1887. Before this he had sold The Progress to Egbert E. Carr of Rome, N. Y., who changed the name of the paper to The Record and enlarged it before moving the plant

The father of Frank Sands conducted a wagon making and blacksmith shop in the east part of the basement section and for a time a courtroom was maintained in the west side of the main floor. It is said that at one trial of alleged chicken thieves

JIM'S DINER



"The Little Diner Where the Food is Finer"

MARLBORO STYLES COMPANY

FRANK CONSOLI, President.

MARLBORO, NEW YORK

the local attorneys for both sides waxed so eloquent they became thirsty and repaired to the hotel up the street. There they imbibed so long and so freely they were unable to carry on after the case was called after recess, and the justice was obliged to postpone the hearing. The Rink building was frequently used for political gatherings and dances during the 20's but in later years has been providing storage space for fruit packages for a New York firm.

Empire City Pearl Button Co. Employed Seventy Persons

The Empire City Pearl Button Co., a branch of a prominent firm in New York, was the largest operator in this line locally. A strike in New York started William S Clark, founder of the local business, looking for locations for other plants. He came to Marlborough and opened the business here in 1905. 35 machines were installed for stamping out buttons from mother of pearl shells imported from Australia and the South Pacific. Each machine had an operator and the rate of pay was $7.00 a week for beginners, up to $14 for skilled workmen. This was a high wage for that time and farmers resented the loss of help which went to the button factory. The buttons were sent to New York for finishing. Later when the button sorting branch of the business started some 35 women were employed sorting. This work did not pay so well; the women received from $1.35 to a high of $3 a week. As high as 70 persons were employed when the business was at its peak.

The plant received its power from a turbine sunk 60 feet at the east end of the building. Water ran down a raceway from the foot of the falls west of the highway, went under Main Street at the bridge and tumbled into the well with the great force necessary to operate the turbine. Uncertainty about the water supply during summer seasons led to the closing of the plant in 1909. To this day shells with holes in them, indicating where buttons have been punched out, are to be found along the kill below the button factory.

Later a salesman formerly employed by Mr. Clark went into the button making business in Poughkeepsie and came to Marlborough to operate the button sorting business in the building later bought by the Viebey post of the American Legion as its home. The firm was known as the Pioneer Button Co., and gave employment to several women until about 1930.

Millard Lumber Business Started Here

The Millard Lumber Co., one of the largest in the Hudson valley may be said to have been started at Marlborough. The business actually dates back to 1802 when Charles Millard operated two sawmills on Jew's creek on what became known as the Buckley property. In the "Political Index" a newspaper printed in Newburgh in 1809, Millard described one as half a mile from the meeting house, with a grist mill in connection. The sawmill was located so logs could be taken out of the stream without land carriage and cut from 800 to 1000 logs a year. He made a specialty of sawing white pine for doors, sash, finishing, siding and flooring. He continued the business until 1824, assisted by five sons. During the winter logs were brought in from Dutchess county by teams over the ice and in the summer rafts of logs were floated down the river from Glens Falls, Ft. Edwards and northern points. When the canal to Lake Champlain was opened in 1824 logs were received from the northern counties of the state, and because the location was more convenient for this business, he moved his mills to New Hamburg. Walter Millard carried on the business after his father's death in 1829 and in 1844 began operating the barge Melan and bought the dock property in Marlborough from the DuBois estate. A freighting business was started to New Hamburg and in the same year the steamer Splendid was purchased and operated twice a week between the two ports. This continued until 1854 when Millard, who had previously started a lumber business at the local dock, devoted his entire time to this line. Long after the Civil War the lumber business was carried on here by Millard descendants, one of whom built his home on Hudson Terrace, property later owned by Albert Mahler.

Small Marlborough Industries Many and Varied.

At one time Old Man's Kill is reported to have had as many as ten mills of different kinds operating on its banks from the river to the Lattingtown vicinity. Two fulling mills were located in the village, one built by Col. DuBois about 1806, another operated by David Waters in 1826. A man by the name of Stratton bought him out and commenced the manufacture of broadcloth. Following him in this business were Joseph Hepworth and James Longbotham. Hepworth moved to the Greaves mill in 1830 and with Cornelius DuBois operated a woolen mill for many years. When the property was leased to Joshua Bailey he operated it as a shoddy mill until the dam was carried away by a freshet in 1855 or 56.

Kirk & Bower carried on a business at the Stratton mill for a time. Later the property was acquired by Woolsey Wright for a grist mill, and many years later it became Schantz's mill. Curtis Wright, Woolsey's father, had a cooper shop in the village for years and George Archer conducted a machine shop on Western Avenue . The building was later taken over by DeWitt Kniffin for his cup and crate factory which he had established near the Methodist church in 1867. A second grist mill was built on the dock road by Robert Minturn during the Civil War and the old DuBois mill was operated by Wm. Seabring and Jeremiah Clark.

Industries Furnished Building Materials.

So far as payroll is concerned the New York Trap Rock Co.'s quarries and stone crushing operations and the Rosoff Sand and Gravel Co.'s plant on the river north of the village, probably led local industries in importance. During the late teens and the twenties these two enterprises employed scores of men at good wages taking the natural building products from the earth, processing them and loading them on barges for shipment to New York and elsewhere. When Samuel Rosoff, who rose from a poor immigrant lad from Russia to an industrialist of the first water, built subways in New York he naturally relied upon sand and gravel from his own works. Many of the tall buildings of the metropolis also have material in them from Marlborough. Hundreds of miles of base for our modern concrete highways were built of crushed stone furnished by the Trap Rock Company which had a product that was in great demand for building construction work as well.

Both these industries have been closed for some twenty-five years, the stone crusher because the desired trap rock was more easy to obtain at other more convenient points, and the gravel bank because it began to yield more sand than gravel, and its owner transferred his attention to tunnel projects.

John B. Rose, who operated the big brickyards at Roseton, started the sand and gravel business here about 1913 and operated it with a large crew until he sold to Rosoff. The latter bought more land, developed the business to its peak, and established a home here. The wife of the millionaire resided here for years in the property which later became the Belvedere Inn. For a few years Rosoff operated the famous Night Line steamers from New York to Albany and two or more of them were laid up throug the winter months at his gravel dock. One of these palatial vessels burned at the dock during the thirties—possibly arson, committed by labor racketeers.

Industries for Fruit Processing.

In a great fruit growing region such as this it is not surprising that one of the principal industries should have been

the manufacture of fruit packages. After O. B. Whitney and DeWitt Kniffin quit business others carried on. Franklin Clark had an extensive business on the homestead near the end of Western avenue and employed 25 or more, Frank Kniffin operated a similar business on the same street at the foot of Grand. Elmer Wygant employed ten or fifteen at his factory on the dock, later the yacht club property and Amos Weed had a factory in conjunction with his lumber and coal business on the dock property just east of the railroad tracks.

Crate factories were in operation at Milton for many years. The last one, operated by the Hudson River Fruit Exchange at the foot of Brewster St., burned some twenty years ago in hot fire. Since then the culture of small fruit has changed so much the demand for packages is primarily for apple boxes, baskets for peaches and pears and tomato lugs The packages are made in the south or in northern states nearer the source of timber supply.

The Marlborough Winery, located in the stone structure that was built for it on the dock road offered an outlet for years for grapes. Operated by Mr. Dell Carlo and later by Mr. Perrino an inexpensive grade of table wine was made here and shipped in barrels to New York. The business finally succumbed after a fire which destroyed the roof of the otherwise fireproof structure and damaged the vats containing wine. Only the crumbling walls remain of the building which had been built around 1908. Perrino was instrumental in bringing in hundreds of Italians to work in the vineyards. It is said he received $1 a head for all the workers he imported.

Other industries which have been started from time to time in more recent years to process products grown here include cherry pitting and processing, the barrelling and freezing of currants for preserves, making tomato paste and juice at the cooperative plants, and making up fruit products for piemakers. The big winery of Marlborough Industries on Western avenue where all kinds of wines and champagne and vermouth are processed and bottled and Fruit Processing, Inc., on the Lattingtown road, together with the Apple Products Co., at Milton, and others continue to offer a market for fruit.

EARLY INDUSTRIES IN MILTON

Milton, presumably named after the famous poet, does not appear to have had this name until after the Revolution. The first record of the name was in October, 1788, when it was announced that "Rev. Ezekiel Cooper held the first Methodist meeting in the county at the house of John Woolsey near Milton." It had a steady growth during the first half of the last century, often leading Marlborough as a center of trade. This was due in part to the large amount of river shipping and its business activity was greatly stimulated by the construction of the turnpike west to Plattekill in 1808. Much of the commerce was on the river front where stores were located near the ever-busy docks. In addition to the large shipyards of David Sands and other smaller ones, manufacturing was stimulated by the waterpower from the streams flowing into the river from Hallock's pond and Anning Smith's place. Smith had a woolen mill and built a dock before the Revolution. A road led to it known as the King's Highway. The stream which tumbles down into the river with a descent of 125 feet and had been utilized by Smith for a flour mill, attracted the attention of other would-be industrialists.

Pin Factory and Wheelbarrow Factory

A Poughkeepsie company was formed for the manufacture of solid-headed pins. On land leased from the Smiths a brick building was erected about 1835 and pins were made on a large scale for a few years. The organizers sold out to a firm in Waterbury, Conn., whose patents they had infringed. The dock nearby has been called the pin factory dock for many years. A wheelbarrow factory was started there in 1844 but burned in 1825. New and larger buildings were constructed near what became the West Shore station in Milton after the founder, Sumner Colman sold to John Newman of Newburyport, Mass., in 1861. The New York Gazetteer published in 1860 says that the plant was turning out 40,000 wheelbarrows a year at that time. The business grew in importance until the factory again burned in 1870. Rebuilt again the factory was operated by Newman & Son until the death of the latter in 1885 when H.H.Bell & Sons bought the property and operated a plush factory there. The power from Smith's pond was also used for a plant making corn mills for the Southern trade. This was given up after the Civil War destroyed this trade.

Bells Had Big Business

Henry H. Bell and two sons, Winslow and Arthur, moved to Milton from Long Island in 1880 and started a plush and glove lining plant in the former pin factory. The business prospered and six years later the owners bought the wheelbarrow plant located on the present site of the Milton cold storage and altered it for their use. The sons took over the business which became a stock company, and enlarged the building into a four story structure with 17,000 square feet of floor space. Here eiderdown blankets and woolen cloth were made on a big scale. Employment was provided many local men and women until 1904 when the firm went into bankruptcy.

Building Housed Milton Woolen Mills and Printing Business

The Milton Woolen Mills operated for years afterwards in the building until a new modern factory type plant was built for it in the late 1920's. Here it operated as the Institutional Supply Co., under the management of Walter McMichael until it, too, gave up the ghost. Altered, the building became the home of the Hudson Valley Press where for 18 years Will Plank published the Marlborough, Milton, Highland, Wallkill and New Paltz papers until the property was sold to Louis Schwartz, a New York magazine publisher, who improved it for use as a larger printing plant and bindery. The building burned in the middle 1950's throwing a large number of employees out of work. The big four-story frame structure used by the Bells was razed to make room for the larger concrete block cold storage.

Ancient Small Industries in Milton

Smaller industries in Milton included auger factories operated by James Hall and Jacob Rowley. In 1822 Moses Birdsall operated a hat factory which lasted eight years. William A. Field conducted another after that date. A soap factory existed for a short time and there were small lime kilns for burning the limerock obtained from Barnegat across the river. For a short time there was a small iron foundry operating near the old Hallock mill. This mill not only ground grain for nearly a century, but made plaster from gypsum rock brought to Milton by sloops from Nova Scotia. Foster Hallock founded the mill in 1808 or 1809 and for many years it specialized in grinding buckwheat, of which large quantities were produced by local farmers. For several years before the mill was given up in 1936 it had been used by R. W. Hallock and son as a cider mill and vinegar plant. Near the mill a brickyard was started about 1850. A good grade of clay was obtained from the "clay hole" in the big pond, but the location was given up in favor of one on the river near the gravel bank north of Marlborough. Here Mr. Adams, who married Phoebe Hallock, carried on for years and furnished most of the brick that went into local buildings.

The Henry Hallock mill just north of Long Pond was also one of the older industries. It is said to have furnished grain to Washington's army when encamped at New Windsor.

Later a big cider mill was operated further to the west on the north side of the road by Nathaniel Hallock.

The History of Marlborough (Continued)

Milton Had First Newspaper.

To Milton goes the distinction of having the first newspaper published in the area between Newburgh and Kingston on the west side of the river. It was "The National Pioneer" printed and published by Daniel S. Tuthill for $2 a year. A four-page paper, it contained little news except that of national or international events. In order to get any local information it was necessary to read the advertisements which give one a fair idea of business in Milton at the time. In addition to advs for general stores, sloops and the Hudson River Steam Boat Line which was making regular stops on the New York-Albany run, we learn that Milton had a cabinet and chair manufactory, a tailor and a hat manufacturer who sold from his New York store as well as one in the village. A tailor shop and a millinery in Marlborough advertised their wares. Cornwall S. Roe was perhaps the most prominent business man in Milton, dealing in all kinds of merchandise, buying all local products and operating a towboat to New York. He had as many as fifteen advs in some issues of the paper. Roe never knew who his parents were. They were lost when the boat they were in capsized on the river. Rescuers picked him up as a babe bundled up in blankets floating on the water at Cornwall. The Pioneer stopped publication in 1830. Tuthill, its editor and his father Congressman Selah Tuthill are both buried in Marlborough.

In 1862 Rev. Clark and wife conducted a day and boarding schools for young ladies who attended from most every state. He moved west for his health and soon after the academy buildings burned.

The Milton Savings Bank was organized in 1871 and a full slate of officers elected but it never opened for business.

Milton had five churches in the old days, Presbyterian, Methodist, Episcopal and the orthodox and Hicksite Quakers. Much later the St. James R.C. Church was organized and outstripped all others in membership. In 1840 the first town meeting was held in the village.

River Shipping and Ship Building

The construction and operation of sloops was an important industry in Milton during the early days. Anning Smith took the lead in this business and built and operated the sloop Sally from the dock he built on his land north of the village prior to the Revolution. Jacob and John Wood, Caverly and others built sloops at Sands' dock, now used by the Shell Corp., and at other places. Smith made a trip a week to New York for many years. Isaac Hill was a principal operator and in order to encourage business for his two sloops sailing from the old Powell dock he was an early advocate of and later director of the Farmers' Turnpike which built the road extending west from Milton to tap the rich agricultural region of the Wallkill valley. Jacob and Thomas Powell afforded twice a week service to the city with their two sloops. Quimby and Lewis and Millard & DuBois also operated sloops at various times prior to 1830. During this wood-burning age before coal could be brought out of Pennsylvania over the D. & H. canal to Rondout, New York City required great quantities of wood for fuel and sloops from here carried enormous quantities. Hay and grain for the city's thousands of horses, butter and livestock also provided a great deal of freight. Merchandise from the metropolis and imports from Europe were brought back to local customers.

Most of the shipping was out of Milton and frequently the river would be dotted with fifty or more sail that could be seen at one time from the hills overlooking the village. Sloops serving Marlborough included the Stranger, running from DuBois' dock around 1820 and Mobray Carpenter's "Hoyt" about the same time. A few years later Josiah Lockwood and Carpenter had the "Victory" and "Robert Menturn" on regular runs to New York. Many people used these sloops to visit the city, for they were usually equipped with cabins.

About 1805 Thomas Powell, promient shipowner of Newburgh, was attracted to Milton by the increasing commerce it enjoyed, and built a dock. From it he ran a vessel to New York. He also kept a store at his dock. His wife was Mary Powell, whose name was given to the fastest and most famous steamer on the Hudson—a vessel which made regular stops at Milton on her Rondout-New York run for over half a century.

Ferry Services Across the Hudson

Other river transportation which employed local people included the ferries operated across the river from Milton and Hampton. The first ferry was probably that of Samuel Hallock who was operating a boat to the Dutchess county side, prior to and during the Revolution. His boat was spared by the British commander Vaughan enroute up the river because Hallock was a Quaker. This service was probably rendered by a scow or barge from a dock known as Lattimer's ferry just south of the Milton depot. This ferry was an important link in transportation from New England to the colonial troops during the war. Supplies and money for the soldiers were sent from Boston by this route. Hallock probably used Sands dock, which he owned, part of the time, in conjunction with the service from Lattimer's. Hallock handled the mail to and from Milton in the old days. From the ferry terminus across the river it was sent to and received from the Post Road south of Poughkeepsie where there was a regular service.

Theophilus Anthony had a ferry operating from Milton to Anthony's Point, north of Stoneco, the only ferry accommodating teams and livestock for miles up and down the river.

The first ferries were probably rowed by slaves. Although horses were sometimes carried, they frequently were tied to the rear of the barges and forced to swim across. In 1798 we find a ferry advertising regular service in a Poughkeepsie paper.

Captain Sears, one of the family of river boat men, operated a ferry from Milton in 1849, but sold it two years later to Capt. Handley who operated it with four mules in a treadmill to furnish power. Although a great convenience to local people, reduced patronage compelled him to give it up after ten years' service. Milton had ferry service long before Poughkeepsie, but the attempt to organize a steam ferry, for which a franchise was received from the state, came to naught just before the war. The steam ferry operating from Young's dock, Marlborough to Hampton and New Hamburg was owned by Millard & Mills and maintained service two years before the service on the west side was limited to Hampton.

River Shipping at Marlborough

It is probable that most all the sloops which served Marlborough in the 18th century had their landing places in Old Man's Kill about half way from its mouth to the falls. A road used to serve the docks from the south, coming down into the ravine from east of the cemetery. This road also served the docks on Jew's creek where it joins the kill. Small vessels could proceed far up this stream, also known as Buckley's creek, at high tide. Before the West Shore railroad built its embankments and bridge across the creek there was far more water in it than today. During the Revolution when Vaughan's fleet came up the river, small craft ran as far up the kill as they could to avoid capture. The same thing happened during the War of 1812 when British gunboats were reported on the river in pursuit. John and Andrew Cropsey owned the land on Jew's creek for years and ran sloops up as far as Buckley's point. The creek was navigable up to about 1835.

In addition to the sloops operated by the Carpenters, Lockwood and Merritt through the 1820's and '30's, a stock company formed in 1836 placed the steamer Fannie on the run

from here to New York twice a week. Jocob H. Tremper, a famous river man, was her captain and operated her for two years until it proved to be a losing investment and the Fanny was sold. Tremper's name was given to a steamer which later served Marlborough from Albany and Troy and was a familiar sight at the local dock until the early 1920's.

Not only was there steamer service to New York and Albany for many years, but the Hudson Taylor and other craft made daily calls here enroute to Poughkeepsie, Newburgh, Kingston and New Hamburg.

A tragedy that marked the early shipping days of Marlborough occured December 12, 1800 when Captain Annanias Valentine, Isaac Elliott, Thomas Pinkney, Leonard Merritt and Jacamiah Cropsey drowned during a violent storm of wind and rain when their craft was lost on the flats in front of the town.

Lattingtown Took the Lead in the Old Days

The leading settlement in the town at the start of the last century was not Marlborough, nor was it Milton—it was Lattingtown. It was not only the center of business activity, but of fun and frolic. There was frequently horseracing, often pugilistic encounters, dances and big Fourth of July celebrations when a Revolutionary cannon was fired annually. There were two hotels and a still making apple brandy to help supply their taprooms. The hamlet had a harness maker, a hatter, tailor, wagonmaker, an undertaker, a tanner and merchants who sold wet goods as well as drygoods. Naturally there were blacksmiths and the Methodist minister also served as a shoemaker, making shoes to order. There was a school and the Baptist church was established in 1807 with a good membership. There were frequent dances at the leading hotels and many people came to them as well as to the town meetings. River commerce took most of the trade to Marlborough and Milton about 1825, and Lattingtown became but a ghost of its former self.

They Liked Their Liquor Then

There was a far greater degree of intemperance in the town during the first quarter of the last century than there has been since. Perhaps it was because so much of the product of local apple orchards went into hard cider or applejack, or perhaps it was the low price of whiskey—in many cases three cents a glass. There were far more taverns and many grocery stores sold liquor. Almost everybody carred a bottle, even many of the ministers, and it wasn't as a precaution for snake bites. So many drunkards created alarm among the residents and about 1825 pledges to abstain from whiskey were circulated. In 1834 a temperance institution was organized in every district of the town. It seemed to be necessary for so many taverns were liquor shops, having no other accommodations

Mail Service in Days of Yore

The king's mail service was established from New York to Albany in 1772, going up one side of the river and down the other. Marlborough and Milton folk received their mail at public places once a week. In 1818 the mail coaches ran over the post road three times a week with an overnight stop at the stone house just south of Highland. Letters to Marlborough folk were often sent to the Newburgh postoffice prior to 1809. In 1822 the Milton postoffiice was established with A.D. Soper, postmaster. Daniel G.Russell was the first postmaster appointed to serve Marlborough July 13, 1824.

Town of Marlborough Men Served in Civil War

The Town of Marlborough was well represented in the war to preserve the Union. While unfortunately, there has been no accurate record kept of those who served it is apparent that nearly 200 and perhaps more answered the call of their country during the long, bloody conflict nearly one hundred years ago. There was a good representation of local men in the old 20th Regiment of Militia which went to war as three months' men, then came home and entered the 80th New York Volunteers, a regiment organized in Kingston for three years' service. With Col. George W. Pratt of Prattsville, Greene county, at its head the regiment left Kingston October 25, 1861 and was assigned to the Army of the Potomac where it served with distinction in some of the most sanguinary battles of the war, including the second Bull Run and Gettysburg.

The second regiment made up from this county, the 120th, also drew a good representation from this town and many of them failed to come home. Perhaps the most prominent of these was Edward Hallock Ketcham of Milton who had worked hard and long to get local young men to enlist, and as a young lieutenant leading his men was the first man of his regiment killed on the field of Gettysburg. Col. George H. Sharpe who had commanded a company in the 80th, was commissioned by Gov. Morgan to raise a regiment from this area in response to President Lincoln's call for 300,000 volunteers made in July, 1862. Young Ketcham, a Quaker was one of that group that abhorred slavery and was reputed to have helped slaves coming through Milton in an attempt to escape to Canada before the war. He tried to induce local young men to join the regiment but had met with indifferent success. Appealing to Sharp for help, the veteran soldier came to Milton to address a mass meeting and made such an effective talk seven men signed up for service imrediately. These and others entered Company A of which Edward Ketcham was second lieutenant. The 120th became part of Birney's division of the Third Corps and saw action at the bloody battle of Chancellorsville. At Gettysburg the regiment was in the front rank in the famous peach orchard, when the division, moved out far in front of the line on Cemetery Ridge was struck by a Confederate attack in overwhelming force.

Captain Lockwood of Company A had just warned Ketcham not to expose himself more than necessary and the latter had replied "a dead man is better than a living coward" when a minie ball killed him instantly. 427 men were in action in the regiment that day, July 2, 1863, and 204 were killed or wounded

Of the local men who served in Company A two were killed, one died in a rebel prison, two were wounded, one died in an army hospital, one was a prisoner and one was discharged by reason of disabilities during the war. Captain James A. Hyde, who later commanded Company A, was wounded.

When the 156th Regiment was formed in the county in the latter part of 1862 Wm. J. Purdy received authority to recruit here and about twenty-five men enlisted from the town. Most of them were in G company and served on the Mississippi in the siege of Port Hudson and later in the illfated Red River campaign in Louisiana. As a portion of the 19th Corps the regiment was brought back east and sent to the Shenandoah valley under Sheridan. Here our men took part in the battles of Opequan and Cedar Creek where their greatest losses were suffered. Most of them lived to take part in the grand review at the close of the war in Washington and be mustered out in '65

Two Brothers and Cousin Lost in War

Other enlistments among men from the town resulted in their serving in at least twenty other organizations in many Southern states. John T. Ketcham, brother of Edward, served as second lieutenant in the Fourth New York Cavalry, was captured and died in Libby prison, Richmond. Nehemiah H.Mann, a cousin of the Ketcham brothers, became a captain in the same Fourth Cavalry and was killed at the battle of Cedarville, Va., August 18, 1864. All three were Quakers and their bodies were brought home and rest in the Friends' cemetery on the

Willow Tree road adjacent to Route 9-W.

At least four other Marlborough soldiers died in rebel prisons, two died of wounds and five others are known to have died in service. Although most of our men served in the different branches of the army, five served in vessels of the navy.

G.A.R. Post Named After Local Hero

Ketcham Post, #495, of the G. A. R. was organized in June, 1884, and at least 1,000 persons gathered at the flagpole in the Marlborough village square to hear the speeches. Members of Pratt Post of Highland and LeFevre Post at New Paltz assisted in the organization program. A subscription of $100 was raised to feed the visitors. C. M. Woolsey was chosen commander. Other officers included John C. Merritt, Henry Scott, A.B. Masten, P. V. Purdy, John Valentine and R. F. Coutant.

The organization was especially active in conducting Memorial Day ceremonies. J. C. Merritt was the last member to survive. J. N. Wyms, next oldest veteran, died from a heart attack while making a speech at a Memorial Day service on the Presbyterian church grounds.

Irish and Italian Immigration

The citizenship of the town began to change about the middle of the last century when Irish immigrants began coming here in large numbers. At first most of them worked on farms or in industry but soon they began buying land and homes for themselves and gradually became some of our most active, progressive and hard working residents. The proportion of people of Irish extraction operating farms became very large after 1875. A decade or more later came the Germans, encouraged to come here to work in the fruit. Some 2000 or more came every year and stayed through the harvest. They were industrious and splendid patrons of the saloons after they drew their pay. They made a road down past the McMullen buildings north of the hotel where they established an attractive beer garden on the hill overlooking the ravine. For many years our fruit growers depended upon their regular visits to work.

The tide of Italian immigration began in the 1890's but did not reach its peak until the twenties when reports of this prolific fruit growing region drew thousands of industrious people experienced in fruit culture. Many of them had just arrived from Italy and looked upon this as the promised land. They bought farms and made rocky, brush-covered hillsides the old settlers had considered waste land blossom like a rose. Unquestionably these hard - working citizens have done more to increase the productivity of much of our land than one would have considered possible. When growing fruit and vegetables and cultivating the vine these people have few equals and many have become equally good business men.

The Marano brothers were among the first Italians to locate here about 1890. Others came in slowly until some twenty years later Perrino of the old Marlborough winery induced hundreds to come work in the fruit. Many bought land as soon as they could, but the great bulk of the immigrant, naturalized or second generation Italians came here to buy property and develop it. During the twenties when this region enjoyed its greatest real estate boom about 90% of the land sold was to these new citizens and now they are among the leaders in many lines of endeavor.

The Catholic Churches; How They Have Grown

When the early Irish residents came to the town over a century ago and sought Catholic churches to worship in they were obliged to go to the docks, thence by ferry to Poughkeepsie or Wappingers Falls. Some from Marlborough, women included, walked to Newburgh and return Sundays. They felt the need of a local church so strongly they responded with alacrity to the mission church proposal with Milton being served by Rosendale and Marlborough by Port Ewen pastors. Two years later, in 1867, Rev. Michael Phelan of Port Ewen bought the old Methodist meeting house (later the Sarles' Garage) and had it improved and adapted for services. The first pastor serving either church was Rev.James Francis Mee, appointed to the Milton parish in 1874. A parochial residence was established for him there and soon he planned a money-raising campaign for building a new church. Known as St. James it was dedicated in 1877 by Archbishop McCloskey. In 1882 Rev. Mee bought the land for St. Marys cemetery on the Lattingtown road.

Until 1886 Father Mee ministered to the needs of the two local churches and the church at Ireland Corners as well. Father Hoey became pastor of this latter church, built the edifice at New Paltz and was sent to Milton. He served Marlborough as well and finished the church at Roseton. Rev. Dooley became pastor of the Milton church and the mission of St. Augustine's at Highland in 1900. St. Mary's in Marlborough was incorporated the same year with Rev. Kenney as pastor. He built the church at Highland, which was formed from the Milton parish.

St. Marys made its greatest progress during the pastorate of Rev. James F. Hanley, one of the most devoted workers the Catholic church has had in the Hudson valley. Succeeding Rev. Kenney he increased its membership as well as that of the Roseton church which he also served. He was primarily responsible for the construction of the splendid edifice on South Main street and when he died recently after over half a century of service, he was mourned by all.

St. James' church has continued to grow in importance at Milton and a few years ago built a recreation hall.

Marlborough Hose Co. Active About 65 Years

The Marlborough Hose Company, which for nearly three quarters of a century has been one of the most useful and active organizations in the town, has repeatedly demonstrated its zeal in the protection of property. It is now larger, better equipped and a greater asset to our community than ever. Hundreds of conflagrations which might have caused untold damage have been quelled by the firemen in the long history of the company.

Some of the worst fires which have been combatted by the local "vamps" include that of the Whitney Basket Factory in 1898, the blaze which destroyed the Methodist church in 1913, the fire in the three-story Carpenter Block in 1925, the Main Street fire which destroyed business houses, and that of the Drago market and adjacent buildings more recently. Another fire in buildings adjoining the last named is remembered by older firemen. It was in 1896 or '97 when the Exchange Hotel property then owned by Dory Kniffin caught fire in early evening and for most of the night threatened the rest of the village. Local firemen did all they could with the limited equipment they had but feared the worst and called Newburgh for help. A fire engine was sent here by rail, loaded on a flatcar, taken off at the depot and rushed to the scene of the blaze which was quenched by combined effort.

The fire which consumed the Methodist church was one of the most spectacular known here. The frame structure had a high steeple and the burning shingles and embers were carried high in the air for a great distance. Not only was the steeple of the nearby Presbyterian church set afire and destroyed, but roofs of houses on Main Street caught fire.

By an odd coincidence the new LaFrance pumper ordered for the fire company arrived here just a few hours before the bad fire in the Carpenter block started early Christmas morning in 1925. It was used to excellent advantage in quelling the blaze, which was discovered, unfortunately, too late to save Mrs. Liza Coutant from suffocating from the smoke.

The original hose company dates back to the nineties. It was incorporated in 1897. Apparently no records have been kept of the early days of the organization but it is remembered that Alonzo Kniffin was fire chief for years. J. C, and Elting Merritt, John Kramer, Ed Covert, LeGrand Haviland, Elbert Berean, Joe Greaves were officers and older members in addition to D. S. Hutchins, Pat Gallagher, Ralph Young and Edward Wyms. The later was treasurer for years.

In 1908 Frank Horton was president; Will McConnell, first vice president, Theodore Covert, second; Bert Clark, recording secretary; George Suiter, financial secretary; E. B. Dexter, treasurer; and M.V.B.Morgan, Jr., foreman. M. McMullen, Jr, was first and Wm. Brown, second assistant foreman.

A picture of the old hose company's quarters in the building opposite the hardware store on Main street taken in 1900, shows the old hand-drawn hosecart with its 150 feet or more of hose at the entrance, ready for a quick run to a fire. Members had recreation rooms adjacent and nearby were the quarters of the Marlborough Athletic Club where boxing matches and other entertainment was offered.

The original hose company had to provide for itself to a large extent. When the boys wanted something more serviceable in the line of firefighting equipment they raised money by dances and other entertainment for the purchase of a Ford truck in 1916. Louis Steinbach built a body for it suitable for to their needs. It was effective if not the kind of equipment a community like this should have, and served for years.

In 1924 the hose company was reorganized. With the formation of a fire district with the power to vote money for modern equipment the newly elected commissioners were quick to provide it. The old Ford was used as an auxiliary for the big pumper for years but was sold when a second modern fire truck was added. Public money was provided to build a fine building to take the place of the limited quarters occupied for so long. The firemen took on the task of providing a new flag pole for the village and now additional property has been purchased to make the firehouse more convenient and attractive.

No longer do the firemen have to depend upon someone dashing out to hammer on the old steel rim to spread the fire alarm. For years past we have a modern fire siren to turn the trick, and, just in case said siren might be out of order when needed the most, a second siren has been installed. Both of them have the power to set every dog in the fire district howling like a banshee.

Milton Engine Company Now Well Equipped

Milton Engine Company #1 was organized May 24, 1904. In 1908 its officers included John B. Ball, president; James Butler and E. F. Patten, vice presidents; Fred Miller, secretary; C. J. Miller, treasurer. Dr. Freston, Edward Young and C. J. Miller were trustees. Philip A. Lyon was foreman.

From limited equipment which would excite curiosity today, the mcdern apparatus is a far cry, indeed. With a progressive personnel and fire commissioners that are eager to cooperate the company now has its own building which would be a credit to a much larger place.

Dock Road Too Much For Incorporated Village

In July, 1906 Marlborough became an incorporated village and for years was proud to have its own government. It probably would have today were it not for the expense of maintaining the road to the docks and railroad. Year after year this was a drain on the village treasury. In comparison Milton had a splendid stone and concrete road built to its landing by the state at no local expense. After watching appropriations made for repairs year after year and no permanent improvement, the residents of the incorporation wondered if the honor was worth the cost and voted to disincorporate. This action was taken in 1922 and soon after the state took over the dock road maintenance as one of its obligations. A good macadamized road was built and that was that.

Frank Snyder was the first village president and Charles A. Hartshorn and Dr. D. Mosher were trustees. Hartshorn was re-elected later. Other village presidents included Will Brown and Patrick J. Gallagher.

Banks at Marlborough and Milton

It seems odd that a place with all the industrial activity and wealth of agriculture products Marlborough had during the latter part of the last century should have been without a banking house. Of course the frequent trains and steamer service to Newburgh and Poughkeepsie made banks there readily available, but there was a definite need for one here. Outside interests were better able to appreciate the possibilities than the home folk. Thus it was that banking interests in Georgia were the first to promote, and launch with local capital, the First National Bank of Marlborough in March, 1907. J. Foster Wygant, the first president, continued as such until his death twenty odd years later. C.W. Davis of Atlanta was the first cashier, followed by W. P. Garmany, another Georgian, who settled here and became a prominent fruit grower. Edmund Carpenter became cashier after entering the business in 1911 and served in this capacity until a few years ago when he was elected president. Fred Robinson became cashier following Ingham Grimley. The original capital of the bank was $25,000 and deposits the first year were in the neighborhood of $50,000. They are now over three million.

G. A. R. Leader Was Bank President

The First National Bank of Milton was organized March 19, 1920 with R. W. Rownd president, J. J. Kaley, vice president and a board of directors composed of these two and J. A. Driscoll, John Ball, Percy Bunker, E. F. Carpenter, R. W. Hallock, Charles Mataraza and J. R. Clark. P. J. Tracy of Highland Falls was the first cashier. He was succeeded by A. B. Merritt, Francis Kaley and Joseph Kaley who serves at present. Originally the capital was $25,000. Its deposits today are a million and a half.

Mr. Rownd who served as president until he moved to Ripley, N. Y., had been in the fertilizer business in New York City before starting in the bank and daily commuted to the metropolis on the West Shore. He served in an Ohio regiment during the war as a mere youth and lived to be one of the half dozen oldest Union survivors. He served as national commander of the G. A. R. a few years before his death. Joseph Alfano of Marlborough who formerly served as teller in the local bank is now executive vice president of the First National Bank of Highland.

Gov. Smith Was Here for Old Home Week

Perhaps the greatest event ever held in the town was Old Home Week celebrated in the fall of 1912. Governor Alfred E. Smith and Judge Alton B. Parker, one time Democratic candidate for president, were guests of honor, as well as the state senator, assemblyman and other prominent individuals. Over 2000 people gathered on the field of the Riggs farm (later the Mannese property) north of Marlborough and enjoyed the speaking and the baseball game and other contests that followed. Hundreds of former residents and friends of local people came here for the occasion and naturally "a good time was had by all."

Fruit Exchange Built Up Big Business

Perhaps the greatest fruit marketing organization in the eastern part of the state, the Hudson River Fruit Exchange, was organized in 1912. With W. Y. Velie the leading promoter, as-

sisted by C. E. Thurston of New York, organizer of the famous California Fruit Exchange, and a number of the most prominent local fruit growers the cooperative was formed at a meeting on March 15th. The certificate of incorporation was filed April 25th and the organization, chartered for twenty years, with 53 sponsors, was ready for business. Although capitalized for $2000 only $530 was actually paid in at the outset. The original stockholders were Mr.Velie, Edwin W.Barnes, Major Tuckerman, Fred W. Vail and A. P. Wilklow. George Hildebrand of Rhinelander, Wisconsin was named manager.

A gross business of $40,721 was done the first year. The steady growth of the organization is reflected by the total sales of $505,220 in 1930. Sales in 1958 totalled $511,731. Total assets December 31, 1958 were $137,618.

W. Y. Velie, the first president served from 1912 to 1919. L. C.Tuckerman was the first secretary-treasurer and Edwin W. Barnes and Abram P. Wilklow were first vice presidents.

In addition to helping market fresh fruits and distributing supplies to local fruit growers the Exchange has operated cherry pitting and currant freezing plants, and has an interest in the Milton cold storage. In 1936 the organization sold the entire grape crops from 189 farms in bulk packages to fill orders for jelly and juice makers and three wineries. In addition it sold and processed 300 tons of grapes, removed stems, seeds and skins, packed the cooked pulp in 50 gallon barrels and froze it for buyers. Grower-members received $50 a ton net for their grapes from $5 to $10 more than the prevailing price at the time. Hildebrand has been the manager from the beginning except for eight years during the World War.

Many other buyers and processors have provided substantial markets for fruit throughout this district.

McGowan Was Big Operator in Fruit Business

One of the largest for years was J. Edward McGowan of Marlborough. He bought the property of the Marlborough Fruit Growers, Inc., a cooperative which operated for years south of the village, used its facilities, added a huge cold storage plant and bought, sold, stored and sold fruit on a large scale. For years he had contracts for supplying Bartlett pears and other fruits for making baby foods at the Beechnut plant and trucked it to Canajoharie. He processed and sold small fruit for preserve making plants in Philadelphia, New York and Jersey and supplied great quantities of apples and other fruit to chain stores. The business was taken over last year by the Marlborough Cold Storage, Inc., which operates along similar lines with tree fruits, specializing in apples.

Had Big Fruit Auction Business in Milton

The G.L.F. market in Milton, organized as a cooperative, has been a very helpful factor to many fruit growers. Its auction sales mart attracted hundreds of buyers to its block on its property just north of Milton. The buildings were erected and local business started in 1941. The auction business was a big feature for years and during 1942 and 1943 sales of $700,000 to $800,000 were reported. Changing times have resulted in dwindling sales at the block and now the principal business is the sale of lawn and garden products. James Huston, former manager of the G.L.F., bought the business property in 1951 and now conducts it as Huston's G.L.F. Service.

Legion Posts Among Earliest in State

Two posts of the American Legion were founded in the town in the summer of 1919 by Major Lucius Tuckerman of Milton, and other service men. Post 123 at Milton was the first and bore the name of the Dahlgreen post, after the young former Danish officer who was in the home guard. Engaged in drilling some of the potential soldiers, he was the first local victim of the World War. Tuckerman was the first commander and was high in prominence among state legionnaires. The post had a membership of 25 or 30 and lasted but a few years before it gave up its charter.

Viebey Post Named After Sailor Lost at Sea.

In the next few years many Milton men joined the Charles W. Viebey post, #124 which was organized July 19, 1919 and is one of the older posts of the state. It bears the name of Marlborough's first sacrifice in our nation's service. Young Viebey was in the navy, a firemen on the transport Mt. Vernon when it was torpedoed in the English channel in 1918.

More than the required fifteen ex-service men were on hand to become charter members as Walter Betts was elected commander. He served two terms and was succeeded by Alfred Shortt, who, as a member of the 77th Division had been captured on the river Vesle in the summer of '18 and spent the rest of the war in a German prison camp. Shortt, who was killed some years ago when struck by a car in Newburgh, served two terms. He was succeeded by Walter H. Baxter, who served as a corporal in the same division and was commander five years. He was also vice commander of the county organization. The post had around 50 members and was later commanded by Curtis Northrip of Milton, Dr. W. B. Harris, Allen Purdy, Ingham Grimley, Jas. Santaniello and others. After the end of World War II the post received new life from the number of young service men who helped improve and pay for the building that serves as the Legion home. The membership has greatly increased and the post is more active than ever. Since its organization the post has taken over the task of decorating the graves of war dead, as was done for so many years before by the Ketcham Post of the G. A. R.

Our First Telephone Service

Telephone service started in the town with the organization of the Marlboro & Milton Telephone Co., Dec. 5, 1900, with Sands Haviland, president, and H. C. Cooley, secretary-treasured. The company was a cooperative enterprise in which each member agreed to pay his proportion of the cost and maintenance of the switchboards and instruments and the rent of and taxes on the lines. Members agreed to keep certain portions of the lines from their homes to those of the next subscriber in repair at no expense to the company except where new poles or equipment were required. Non-members living along existing lines could have service for $1 a month providing they bought and kept in repair their own instruments.

The company had about 14 miles of telephone line extending from the Edward Young farm on the Milton Turnpike, to the West Shore station and intermediate locations in Milton, thence down the state road to Marlborough, with a branch line west to the F. W. Vail farm. In addition to serving Marlborough, including the station, lines were built to Cedar Cliff and up the Lattingtown road to S. B. Wygant's home. W. D. Barnes & Son of Middle Hope had service by using their wire on the poles of the Postal Telegraph Co. A central office in Marlboro was at Merritt's store and the one in Milton was at Booth's. There were 33 phones; 15 held by paying subscribers. Connections with the Citizens Standard Telephone Co. and the Southern New York Toll Company provided service to distant points in the outside world.

Badner Supplied First Electric Lights

To George Badner goes the credit for lighting up the village of Marlborough in 1902. Electric lights were a novelty in the smaller places at that time and many country folk came in to gaze with admiration on the first arc light he suspended over the corner of Main St. and Western Ave. With a minimum rate

of $1 a month for residential service he soon had many of the local homes wired as well as the business houses. Badner had installed a kerosene engine and generator in a building back of the hardware store and gave very good service for that period. He continued the business until 1907 when he sold out to the Newburgh Light, Heat & Power Co. At that time he had 100 patrons and in addition supplied street lighting service for the village. His engine and generator were sold to John A. Riggs who used it for lighting the buildings on his farm on the north road. Badner became local manager for the Newburgh firm and remained in its employ until his death in 1922.

With the sale of his business went the franchises obtained from the town and as result the Newburgh company installed lights in Milton within a year. It conducted the business until the Central Hudson took over all its interests in the 1920's.

George Badner also conducted the Advance Theatre in the building he owned next to the corner store on Western ave. He was a musician and organized the local band which was widely known for years. For six years he conducted a hardware store—sold to Hartshorn. George's father, John Badner, a German shoemaker, was in business here over half a century, conducting a general store in conjunction with his shoe business, a saloon on Main St and a beer garden behind the stores he owned on both streets. His property included his residence on the corner of Western Avenue and the stores on either side. He was instrumental in bringing in hundreds of Germans to pick berries and fruit every summer.

Marlborough Water System Is an Old One

The Marlborough Water Works Company, original builders of the village water supply, received its franchise from the town February 18, 1893 and soon after started a crew of Italian immigrant laborers digging trenches and laying mains. Water was let into them in 1894 and most of the mains are still doing duty in 1959—65 years later. Water was, and still is to a considerable extent furnished from the reservoir on the elevated lands in West Marlborough, from which it descends by gravity to supply the village. For years it also supplied locomotives on the West Shore Ry., for when the station was located north of the grade crossing about a quarter of a mile there was a water tank which received water from the company.

For years the waterworks system was owned by the above named company, of which Philip T. Schantz was president and J. W. Feeter, secretary. Other owners of stock were Geo. W. Pratt and his son Harcourt. In 1912 they sold it to the village of Marlborough, when J. C. Wygant was president, for $30,000. This included over seven acres of land upon which the reservoir was located. The water system was conducted satisfactorily by the village until the incorporation was dissolved in 1922 by a vote of 55 to 10. Edward Young, town supervisor, appointed E. C. Quimby, Howard Kniffin and Frank Snyder to act as trustees to take over and operate the water system until a water district could be formed. The village sold the system for the amount of indebtedness it owed on it, amounting to some $22,495.

The water district has operated the system since that time, but when extensive improvements were made it, together with the more recently formed Milton water district, came under the general supervision of the town board. $145,000 has been expended on the Marlborough water system for the new well, two pumping stations, a filter plant and standpipe. Extensive additions have been made to the mains on the old Post road, Purdy avenue and the Ridge Road.

Milton Finally Gets Modern Water System

For long years progress and growth in Milton were retarded by the fact that it had no water system. This condition was finally remedied in 1955 when a water district was created and a water system was voted for to cost $325,000. The system has since functioned satisfactorily. The Milton water district with Wm. Hickey as commissioner, is paying off its water bonds at the rate of $13,000 a year. The Marlborough district is paying for its new installations at the rate of $6,000 a year. Wm. Clark serves as water commissioner.

History of Marlborough Schools Shows Progress

The first reference to schools in the town history is found in 1796. Five prominent men were named school commissioners to pass on the qualifications of teachers and visit the schools from time to time. In April, 1795, the legislature had passed "An Act for the Encouragement of Schools" which resulted in the town's being allotted over £155 for public education. Next year £132 were allotted and similar sums were provided the following years. The appropriations were made in dollars rather than pounds after the turn of the century and were usually less. In 1813 the town set aside $150 for education—somewhat less than the 1959 budget of the Central school district—$615,445, of which local taxpayers will furnish $230,115, the balance coming from state aid. In 1813 the state aid was $200.

Presumably teachers, what few there were, boarded 'round during the brief winter months.

In 1818 there were ten school districts in the town, which educated some 300 students. By the time the present Central district was formed there were but seven—Mount Zion, Lattingtown, West Marlborough, the Union Free School in the village with a four-year high school, and three districts in the north part of the town, including Milton.

The first school in Marlborough was a private "female seminary" established in January, 1825 on the spot where the P. J. F. Gallagher home stands. Cornelius DuBois gave the land. A boarding and day school was conducted in the present J. J. Mc Court house on King Street by Mr. Northrip who married his assistant, the daughter of Rev. Clark, a Presbyterian minister.

In 1862 the Clarks conducted a female seminary in Milton but had to give it up.

In 1843 or thereabouts a public school building was erected on Main St., Marlborough and it was here that John Burroughs, taught in his late teens. This frame structure, long a multiple dwelling was torn down in 1958

In 1888 the large frame building at the corner of Church and Grand streets was built. Several times additions were made, the last in 1904. This served the Union Free School, also the Central District one year while the new school was being built.

In 1872 the Union Free School of Milton was formed. Several other schools already existed in the Milton area, and various combinations were formed during the next few years to reduce the number of districts to three.

Central District #1 of the Town of Marlborough was formed after a long and lively campaign on the part of many groups and committees. The two new buildings, a grade school in Milton and a grade and high school in Marlborough were built in 1937

In 1958-59 an addition was made to the Milton school, and in 1959 ground was broken for the new grade school in Marlborough across Route 9-W from the first Central grade and high school. When completed, this building will make it possible to use the present one for junior and senior high school classes only.

After the Central District was formed, Edgar M. Clarke was president of the first board of education; members were Edward J. McGowan, John Kramer, J. Calvin Staples and Claude Hepworth. Elizabeth H. Plank was clerk and Francis Kaley treasurer. Edward L. Dalby was the first principal. He is, in 1959,

a staff member and official for the Board of Regents in Albany, still a resident of Marlborough.

Milton Methodist Church Oldest in County

The Milton Methodist church organization is the oldest in Ulster county, going back to 1786 when Ezekiel Cooper a circuit rider from New Jersey conducted services at the home of John Woolsey and established here an outpost for missionary labor. Two sons of Mr. Woolsey, John and Elijah became circuit riders and meetings were held at frequent intervals at homes of Methodists. The classes organized themselves as the Milton M. E. Society Nov. 16, 1812 and later in the year the trustees commenced to build the present church in the village. It cost $1907.92 and subscriptions amounted to but $1200. The balance was carried for years and gradually paid off, principally by the trustees themselves. Improvements were made on it in 1855 and in 1904 and 1905 the building was enlarged, remodeled and refurnished at a cost of $7,000. The church was the first built by the Methodists in the county.

Methodist Churches in Marlborough.

Circuit riders were the first to serve the Methodists in Marlborough and it was not until 1830 that the local organization built its own church on Main Street. Used until 1867, it was sold to the Catholics when a new structure was built on Grand Street at a cost of $16,000. When this building was burned the present structure was built, largely through the persistent efforts of its ever-active pastor, Rev. Robert Knapp.

Lattingtown had Methodist classes as early as 1786. Sometime about 1850 a church was built but it was taken down for removal to Clintondale in 1870 after the organization was merged with Marlborough.

Baptists Gathered at Lattingtown

Meetings for members of the Baptist church were first held in the Lattingtown school building in 1789. In 1808 the land for the present church and cemetery was purchased, and the edifice was erected soon after. In late years the building has been known as Mt Carmel chapel where interdenominational services and regular Sunday School classes are held.

Town Leads All Others in Cold Storage Plants

Few people of the town have ever stopped to consider the importance of the cold storage industry even though we are in the heart of the great fruit growing area. There are at present 35 modern plants in the town, ranging in capacity from 5,000 to 320,000 bushels or with a total capacity of from 1,500,000 to 2,000,000 bushels. This means that there are more plants for the preservation of fruit here than in any township of its size in the United States. In Ulster county there are a total of 94 plants. The county leads the world in this respect. Most of the plants are common storages maintaining a temperature of 32 degrees, but a large number are modified air plants with accommodations for a million bushels of fruit. Other plants are freezers or have much of their space available for this service. So great has been the increase in modified air plants recently in this area it is reported that Ulster county had more last year than all other sections combined.

Although many local fruit growers had storage plants on their farms using ice, salt and sawdust for as far back as the last part of the nineteenth century, it was not until recently that modern cold storage plants came into use on farms. J. M. Hepworth was the pioneer in this field, having built the original plant in 1924. J. Walter Clarke followed with his plant in 1925 and Westervelt Clarke opened his in 1926. Velies built their plant in 1927 and the Milton Cold Storage completed its big commercial plant in 1928. Many more have since been built until most of the larger growers of tree fruits have their own storage facilities.

Local Men and Women Served in World War I

Some seventy men served in World War I from Marlborough and vicinity as well as a substantial number from Milton and the north part of the town. Although most of them were in the infantry, "the queen of battles," most other lines-of service were also represented. Our men served in the pioneers, engineers, air corps, artillery, signal corps, m. p.'s, as well as the doughboys and machine gunners. A few were in the navy and three women saw service, two as army nurses and one as a yeoman. Two lost their lives overseas, Charles W. Viebey, in the navy service and George Burrows in the army in France.

Most local men were in the 77th and 78th divisions, national army organizations, made up principally from New York and New Jersey. More were in the 306th Infantry of the 77th than any other outfit. They trained at Camp Upton, near Yaphank, L. I., went to France in April, 1918 and went into the lines in June and July. They saw service near Fismes on the Vesle and in the famous Foret de Argonne as well as in the pursuit of the German forces retreating to Sedan.

About forty-five men from the Milton community were in service, many overseas. Five entered the marine corps, some going to France, others to Central America and elsewhere. Visconti and Freer were lost in service overseas. Dahlgreen and Malcolm Northrip, members of the state guard, died of illness in service at home. Freer's body was brought home from France a few years after the war and was buried at the Highland cemetery.

America's Greatest Type Designer Lived Here

Frederic W. Goudy, the world-famous type designer was the best known resident of Marlborough, and did more to put the town on the map than any other individual. His name was given to one of the most popular type faces which will doubtless live for centuries in the art of printing. He was already famous as a type designer when he came to Marlborough in 1923 and bought the Buckley mill and the charming old house which stood on the property. Both were greatly improved with an attractive workshop and type foundry where he and his son Fred cast type. This was sold all over the country while Mr. Goudy continued to design new faces. A mid-winter fire which occurred at night destroyed his plant and the more than a century old mill building. Although he never rebuilt, nor resumed type casting, he continued to design and cut new faces for individual firms, among them the University of California and some of the best known organizations in the graphic arts industry. Honored by the trade in every country in the world he was a principal guest at the Exposition of Decorative Arts in Paris in 1926. He was perhaps the most prolific designer of type since the birth of printing 500 years ago and continued at his favorite work until his last illness which resulted in his death at 82 in May, 1947. Celebrities in the world of printing attended his funeral which was held here and his ashes were sent to Chicago, his previous home.

Mrs. Bertha Goudy, herself a musician and lover of the arts, helped him in his work and set type he designed for some of his finest examples of printing.

First Summer Theatre Was at Elverhoj

Few people realize that one of the first summer theatres that have since become so popular was established at the Elverhoj Art Colony on the river, near the old Sears dock, between Marlborough and Milton. The rustic theatre was built and actors appeared behind the footlights for the first time soon after the end of the first war. Although good, the first attractions did not draw well and the theatre was closed a few years. In the mid-twenties Hubert Osborne, famous Broadway producer of "Shore Leave" operated the theatre with a good cast and patronage

through the summer. Other producers put on plays there year after year, importing many stars from Broadway, including Dorothy Gish, Glenn Hunter and others. Edith Barrett and Norman Foster played as amateurs at Elverhoj before going on to fame in the metropolis. The theatre was finally given up when others were started in the Mid Hudson region. This was before the bridge was built and it was difficult for patrons across the river to come here by ferry, but the theatre operated long enough to demonstrate there was a definite field for legitimate entertainment in the country.

Originally designed as a summer retreat and workshop for the arts and crafts. Elverhoj later had a beautiful Moorish terrace overlooking the river which became a popular restaurant and night club. When the property was sold to Father Divine in the thirties it became one of his most popular "heavens" and colored people flocked there every summer. A new dock was built and some of his chartered excursion boats docked there to disgorge hundreds of dusky visitors on a holiday. A good restaurant was maintained there until Divine gave up possession. The property has recently been sold to plastic manufacturers of New Jersey. At present they use the buildings for storage but later plan to operate a plant here.

World War II Took Its Toll Here

World War II resulted in transplanting town of Marlborough men all over the world, as well as crushing the two nations that threatened to destroy the liberty of all. Local men went into all branches of the armed service and served on the seven seas as well as on six continents. So many were called before the closing days of the war in 1945 that there were comparatively few young men left excluding those in essential employment. Our men hight have been found combatting the Germans and Japanese on the land, under the land, in the air, on the sea and under the sea. Many came home decorated for their service; many others failed to come home and sleep under watery wastes, on foreign fields, as well as the resting places for our honored dead. So many served it is impossible to list them in this limited space.

Among those best remembered for their service and sacrifice were Augustine Turturro, who was captured in the surrender of Corregidor on Manila bay May 2, 1942 and died of neglect in a Japanese prison camp; Leroy Conn, who served on PT boats and submarines in the same general area; Lieut. Orlando Palapoli, who died leading a charge of his platoon of marines on the beachhead of Tarawa; Lieut Thomas C. Prizzia, whose plane carried him down into the China Sea, and James Yeaple of the Fourth Marines, who was killed on Tinian Island.

Minton Mattice was killed in Italy while serving with the Fifth Army and Myron Sutton was killed in Germany. DeWitt Scott, who served first in Iceland, came home for training, and was sent to the Philippines where he was killed. Floyd Minard, serving on a tank in the Hertgen forest, suffered spinal injuries from shell fragments that deprived him of use of his lower limbs, and died some years later. Robert Goode, was badly burned when the flattop Wasp was torpedoed. Wilson McLean was also invalided home after having been wounded in Italy.

Victims of the war from Milton included Ralph McCord, killed in the crash of his training plane in Washington, Frank Grakus, who was killed in combat in Italy, and Sidney Taber, who died in service in the Philippines. Injured include Harold Rhodes, who lost an eye, Joseph Abbruzzese, wounded on Tinian and Joe Caffarella, who was wounded in the back almost as soon as he landed at Anzio beachhead. Joseph Kaley narrowly escaped being a casualty in the sinking of the carrier Wasp. He spent four hours in the ocean before being rescued with others by a destroyer. Serving in the Marines he later became a second lieutenant in the service.

Several young women served in different branches of the service, at home and overseas.

Citizens erected Honor Rolls at Marlborough and Milton, listing the names of all who entered service from the town. The former was dedicated on Memorial Day, 1943, the Milton Roll shortly after. Later granite markers were erected at both villages to honor those who served. The stones were brought down from the Marlborough mountains by the Legionnaires.

Several were in service during the Korean war, both on land and on sea.

The town went "over the top" in war bond and Red Cross drives time after time in both World Wars.

The Record is Oldest Local Business Institution

The Marlborough Record is now, 1959, the oldest local business institution in the town, having been in continuous service since 1885. Started as The Progress, its name was changed to The Record less than two years later when E. E. Carr bought and enlarged it. He conducted it many years with his son-in-law Charles Westervelt who succeeded him as publisher, and the plant was moved from the Rink building to the second floor of the former drug store. When the brick Hartshorn building was erected in the late 90's and equipped with the new luxury, acetylene gas lights, the plant was moved there. Sold to Fletcher Quick some years later it was continued by the erstwhile musician until March, 1921 when it was bought by Will Plank.

The Record which had remained an eight page paper almost since its inception grew to a ten and twelve page paper within a month, and with the addition of a typesetting machine and a much larger press on order it was necessary to move to the more commodious location over the Marlborough Garage. The size of the pages was increased and more added. In the meantime Mr. Plank had founded the Milton Messenger in Milton, and the Wallkill Valley World in Wallkill. Much of the equipment of the Newburgh Daily Star was added and the Highland Post was purchased in 1924. More typesetting machines were added until quarters became too small and the virtually new building of the Milton Woolen Mills was purchased. The business, now known as the Hudson Valley Press was moved to Milton and the plant of the Highland Post was consolidated with it. In 1929 the modern plant of the Poughkeepsie Mid Hudson Post was purchased together with other equipment and the plant became the largest small-town newspaper plant in the state.

The publications grew in size until one of them, the Milton paper which had adopted the name of its predecessor The Pioneer, became the largest weekly in a town of its size in the U. S. During the depression years when the newspapers lost ground a big printing business was developed with New England customers. So much of it went out by mail postal revenue became greatly enhanced with the result Milton became a second-class postoffice. Up to 25 people were employed in the busy season. During the war the plant lost most of its young men and much of its business. After the war there was a revival but the publisher had developed another business, national in scope, which occupied most of his time and he sold the plant, business and real estate to a magazine publisher of New York. The plant was enlarged, a bindery added and books were printed until the building was destroyed by fire. In the meantime the newspapers had been purchased by the McKinneys, who have continued to publish them at their plant in Highland.

DallVecchia Apple Cider King

The oft repeated phrase "local boy makes good" might well be used referring to Joseph DallVecchia, but he didn't have to leave home to do so. Born without the advantages many lads have, he entered the trucking business here as a young man in an old truck and began drawing fruit. Soon he was on the run to

New York with a fleet, and had other big vehicles hauling construction materials. Although he continued in this latter business, adding excavating equipment, he saw the potentialities of cider making and bought the R. W. Hallock mill at Milton and Harry Colyer's at Highland. He operated the former a short time, but concentrated his attention on the Highland plant which he greatly enlarged and improved until it is the leading one in this great fruit district. He produces and takes vast quantities of cider and vinegar to the New York area in huge tank trucks. He is assisted in the business by his son. Joe engages in agriculture on the side and has become a large property owner. His greatest contribution in the area, however, is the market afforded fruit growers for their inferior grade apples.

Slavery A Century and a Half Ago

Property owners in Marlborough maintained slaves from before the Revolution until about 1830 when most of them were given their freedom. Some had previously been given their liberty upon the death of their old masters. Most of the slaves, being valuable property, were well treated, although there is one instance of an owner shooting a slave and escaping punishment during the hectic days of the Revolution. Perhaps the worst cruelty practiced was in branding slaves by cutting a notch on the top of the left ear. Although most of them were bought in this country from slave traders, some were brought in by their owners from Hayti when the planters fled the country during the insurrection. John J. A. Robart owned five that were brought in with him. They were freed in 1813. Figaro Milden, once a slave as a boy, was one of these. He lived in the village for about 80 years. Africa Lane, once a principal road entering the village, got its name from the slaves living along it and using it. The following bill of sale of a local slave is of interest.

KNOW all men by these presents that I Joseph Sherwood of the Town of New Burgh County Ulster and State of New York for and Consideration of the sum of twenty pounds of Current Lawful money to me in hand paid by Josiah Merritt of the Town of Marlborough County and State aforesaid HAVE granted, bargained and sold and by these presents DO grant, bargain and sell unto the sd Josiah Merritt one Negro Girl Named Syl Aged Seventeen years To have and to hold the said Negro unto the sd Josiah Merritt and his Executors Administrators and Assigns for and during the natural life of Her the sd Girl. And I the said Joseph Sherwood for myself my Executors and Administrators unto the sd Josiah Merritt his Executors Administrators and Assigns against me, the said Joseph Sherwood my Executors Adminstrators and Assigns shall and will Warrant and Defend by these Presents; In witness whereof I have hereunto set my Hand and Seal this twenty-eighth day of March one thousand seven Hundred and ninety three

JOSEPH SHERWOOD

Growth of Fruit Package Business

The growth of Red's Empty Package Supply , Inc., of Milton is a good indication of the importance of the fruit industry to allied lines. Operated by Anthony Prezziosi, it has been developed from sales of about 250,000 packages with one truck in 1947 to a volume of from four to five million with eight trucks in delivery service. Originally Red was his own salesman and did most of the work; now he employs 15 men and maintains five sales cars. His business as distributor and supplier of many types of packages is now recognized as the largest in Eastern New York . His trucks supply growers all over the state and others in New England, Pennsylvania, Jersey, Maryland and Virginia. Packages are brought or shipped direct from the mills in Northern New England, either for storage here or for shipment direct to customers.

Prezziosi actually started in business in 1939 with a single Ford truck of the vintage of 1931, and operated in conjunction with the G.L.F. market. He had developed quite a business by 1942, but was obliged to take five years off to serve in the army, most of the time in the South Pacific. When he took up the business again in '47 he had to start over from scratch. He was first west of Route 9-W but since buying the present property on the east side he has developed it from the single warehouse bought at Camp Shanks for $300 and moved here, to his present commodious buildings.

Art, Music Literature

George Innis, famous landscape artist of the 19th century, did much of his painting in Milton where he spent many summers in the 1870's. The barn on what is now the Zellner place was a favorite studio, for the window of the haymow afforded north light and a view.

Raphael A. Weed, an artist during the early part of this century, lived in Milton at "Java Head" on Sands Ave. He painted, among other things, a series of beautiful Hudson River scenes for decoration of the Day Line steamer Washington Irving. All the art was lost when the vessel sank in the Hudson.

James Scott, a Wisconsin lad who came to Milton with the Elverhoj Art Colony in its day, stayed on to become a well known painter, etcher and jewelry maker. His wife, Kirsten Scott, is a pianist of unusual ability, who has given concerts on her own and served as accompanist for well known singers. One of them is Dorothy Maynor, wife of Dr. Shelby Rooks, a famous Harlem Presbyterian minister whose summer home is the one time Anning Smith house north of Milton.

Miss Grace Hallock of Milton is a professional writer who is the author of many textbooks for children, and health and safety phamplets for a national publisher. She has just written a history of the Quakers in Milton, which was placed on view in the Milton library during the August, 1959 celebration.

Town Has Two Good Libraries

When Sarah Hull Hallock died in 1884 she left an endowment to maintain a free library in Milton. Shortly after trustees were appointed and the library came into being. From 1896 until about 35 years ago it was housed in the Woolsey building, then moved to its own attractive building in the center of the village. From the beginning local people prized it.

The Marlborough Library was without a home of its own until a drive was conducted to raise money for the purpose in the early 1920's. Largely through the earnest work of Ralph Young in raising money, the present adequate building was erected on the site of the ancient wooden monstrosity known as the Flatiron building at the junction of King and Main Streets.

Interesting Historical Data of the Town

The first physician practicing in the town of Marlborough was Dr. Abijah Perkins who was serving the community prior to the Revolution and died in 1776. Dr. Roosa practiced here until his death in 1814 and was followed by Dr. Lynch who died in 1822. Prominent physicians during the fore part of the present century included Dr. A.H. Palmer, Dr. Freston and Dr. Mosher.

The land sold by Adelaide Young Traphagen to the Marlborough Yacht Club includes a riverfront stretch north of the present club grounds, which has seen the days of sail, the earliest days of steam and the later building of the railroad. The long building most recently occupied by the Fruit Exchange was, if we are not mistaken once an icehouse of the Knickerbocker Ice Company. Where now are only rotted timbers the Young dock reached out over the river until recent years and until the twenties was a busy place when the steamers came in.

THE FIRST PRESBYTERIAN CHURCH OF MARLBOROUGH

Summation by Ernestine C. Wygant

1763 - The New Marlborough Society raised by subscription 117 pounds, and Lewis DuBois gave two acres on condition it be used as a Presbyterian church.

The names - Carpenter, Fowler, Quimby, Quick, Platt, Merritt, Presler, Hasbrouck, Woolsey, Wygant, Mackey, Thurston - can still be traced to sections now known as Milton, New Paltz, Plattekill, Newburgh.

1764 - 35x25, the first Marlborough church was built on the site of the old cemetery on the State Highway 9W.

1767 - Rev. Abner Brush was the pastor for several year.

1775 - During the period of visiting clergy, war, Whigs, tories one pulpit supply was the Mohegan, Occum, who baptized young Lewis DuBois. Occum later went to England to raise money for Dartmouth College for Indians.

1786 - 1792 Rev. Ethan Osborn to served jointly with the New Paltz church.

State law gave temporal power to churches. Trustees were elected who raised money to repair the church and hire the pastor by use of a lottery. Salary was $400

1792 - 1799 Rev. Abel Jackson, the first to have a formal installation.

Formed the first Ecclesiastic Association, which associated with the New England Congregationalists, violating the terms of property, gift.

1810 - 1829 Rev. James L Ostram, from Hudson Presbytery led the way through a series of revivals-90 in one day, 6 in 1811, 150 in 1820 - to doubling the length of the building, building a manse. He also served the New Paltz church.

1835 - At the time of division in General Assembly over abolition, this church being of The New School Body, fifteen residents of Milton received certificates to form the Presbyterian Church of Milton. Rev. Belden was suspended by Presbytery.

1842 - 1869 Rev. S. H. Jagger healed the Civil War breaches, added a hundred souls, a bell in the tower, and enlarged the building.

1869 - The church was completely destroyed by fire. The marble topped table in the vestibule of the present building (1959) was the only thing saved.

1870 - 1874 Rev. Charles Cooper dedicated the new $35,000 brick church on a new site on Grand Street given by Nathaniel DuBois. It was debt free.

1872 - Members were allowed to erect in the rear of the church horse sheds, destined to be torn down in the 1920's on the arrival of automobile transportation.

1875 - 1884 Rev. Duncan Niven continued the years of growth.

1884 - 1892 Rev. Charles Bronson helped with the formation of the Missionary.

1887 - Society, the Christian Endeavor, and the addition of a Carnegie Foundation.

1888 - Pipe organ.

1892 - 1899 Rev. Charles Carhart greatly developed missionary work.

1899 - The lot and new manse south of the church were purchased.

1900 - 1910 Rev William Coombe advanced the church spiritually and materially.

1902 - Nathaniel DuBois gave the clock for the tower, and $1,000 for upkeep of the former church site, now a cemetery on 9W.

1911 - 1916 Rev. J Newton Kugler had a membership of 0.

1912 Moved the barn to its present position. Kept the tennis courts in condition.

1914 - Spark from burning Methodist Church burned the Presbyterian spire.

1916 - 1920 Rev. G. H. Cotton was an ardent supporter of the League of Nations.

1921 - 1926 Rev. Dowie DeBoer was active and popular with the young people.

1926 - 1928 Rev. Matthew C. Cavell left to become pastor large city church;

1928 - 1937 Rev. Everett LeCompte became chaplain in Navy.

1938 - 1942 Rev. Claude MacIntosh became chaplain in the ny.

1941 - 1946 Rev. Elwood Corning brought rich background of local history. He was active in the restoration of Temple Hill.

1946 - 1949 Rev. Frances Steeves worked for union of the local Methodist and Presbyterian Churches.

1948 - Richard Norton, a member of the church, was ordained as minister.

1949 - 1950 Rev. Owen Davis after only five months of his pastorate died greatly beloved.

1950 - Formation of the Davis Club for young married couples.

1951 - 1955 Rev. Marshall Smith assisted with decoration of the church, remodelling of the kitchen and Sunday School rooms.

1955 - Rev. Rupert Stanley brings with his excellent work with young people, an interesting background of service in China.

CHURCH FOR MIGRANTS

As more and more colored cotton workers from North Carolina, Virginia and Florida began to come to town every harvest season to work in the fruit, the need for religious services suited to their wishes was recognized by local people. Miss Lula Clarke and her brother Walter Clarke of Milton, as well as all local pastors and others, were active in the 1940's organization of a summer church, with committees and officers including the attendants themselves, and pastors sent by church boards. Services were at first held in the Marlborough Presbyterian church, then in the old Friends Meeting House at Milton, and for several years to date (1959) in the charming little wooden Gothic building at Milton which was All Saints Episcopal Church until that group united with Christ Church in Marlborough.

A Church of God series of services has been held all the year since 1953 on Bingham Street, Marlborough, not far from the now unused Amity Chapel, under the direction of Elder Elijah Holmes.

EPISCOPAL CHURCHES

Christ Church, Marlborough, was the third Episcopal Church organized in Ulster County. Services were held first on February 12, 1837, in the school house, as a mission of St. George's Church of Newburgh. The Methodists soon permitted the use of their meeting house by the Episcopalians, and a Protestant Episcopal Church was organized.

A wooden building was erected, complete with bell, and consecrated in September, 1839. The Rev. Mr. Shaw was then the rector.

The present brick building was erected on the same site in 1858. Recent (prior to 1959) rectors of distinction have included Dr. Leighton Williams and the Rev. A. van de Beek Vos, both scholars as well as rectors.

All Saints Church was organized in Milton in 1850 by the Rev. Samuel Hawksley of Christ Church. Until its disbandment the rector of the Marlborough church also served the Milton one. The two are now one. (1959)

THE MILTON SOCIETY OF FRIENDS

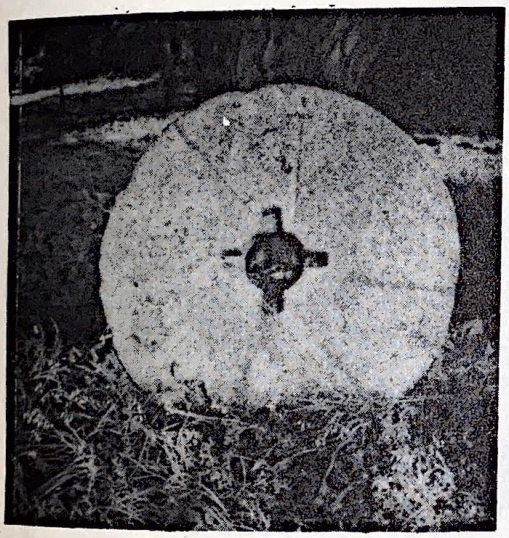
Writes C. Meech Woolsey: "On December 31, 1760, Edward Hallock, a Friends' minister from Long Island, with his family, landed his sloop a short distance south of Milton at a rock known as Forefathers' Rock, and marked E. H. "He immediately began to hold meetings in the old stone house now torn down and depicted in this book.

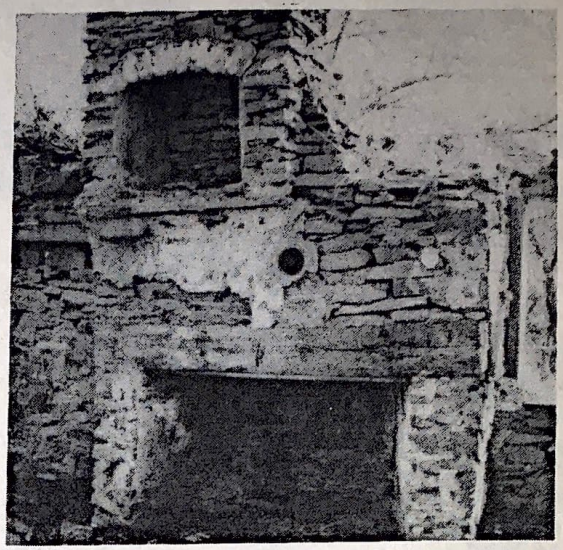
There were already other Quakers in the town, states Woolsey, but little in formation could be found about their services.

The Friends of New Marlborough (the Milton group) were members of the Nine Partners quarterly and monthly meetings, and of the Cornwall meeting. A small frame building was built for services and used until 1804.

Another meeting house was erected in 1804 and occupied until 1828. To quote from Woolsey:

"The larger part of the Friends became followers of Hicks, and the regulars or Old School of Friends, found themselves turned out of house and home". They held meetings for a while at the home of Foster Hallock. In 1830 they bought land from him and built a new meeting house,whichwas in use until 1886. Still another one was built in 1887, and used for services for many years. It is (1959) a private dwelling and while local Quakers, or Friends, still belong to a quarterly meeting, most of them are allied with other churches.





(Top left): The oldest house in town as it looked for many years. It was included in the Bond Patent.

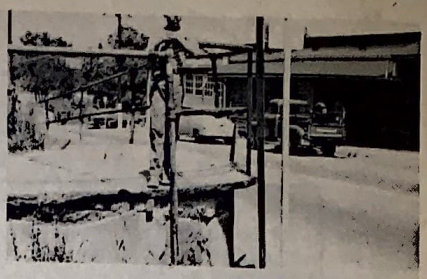
(Top right): All that was left of it by 1959 after it had been torndown. Location — Old 9-W Milton.

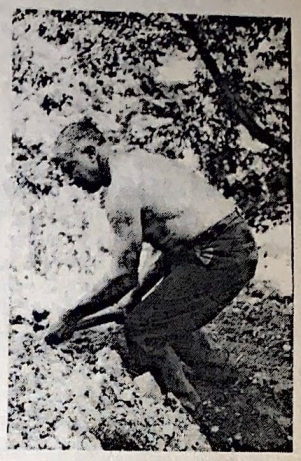
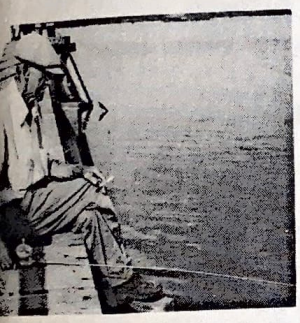
(Middle left): Millstone from Smith Mill, in 1959 on Dr. Shelby Rook's property.

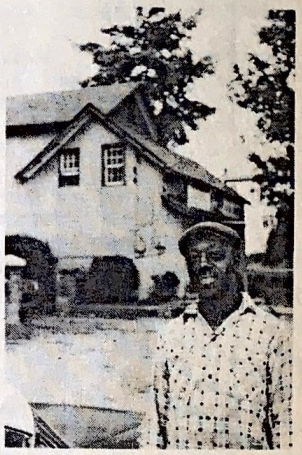
(Middle right): Zellner house, 1959. Washington is said to have visited here. Called Sturgeon house, it was a stage stop before the Revolution. Owned by Abijah Lewis.

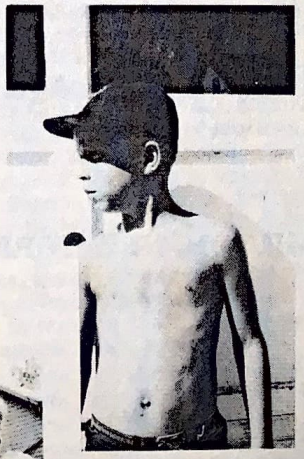
(Bottom right): "May I have this dance, Miss Ash?" Spring snow, 1959.

Photos by John Matthews







Photos
by
Frank
Salantrie

PEOPLE
1959

THE ORIGINAL, DE DUYFELS DANS KAMMER

Prize Winning Essay, Ulster County Contest

by Stephen Maier, Grade 7, age 12

I live on a fram that climbs high above the Hudson River. From the top I can see to Poughkeepsie to the north and almost to West Point toward the south. It is easy to picture the Valley as it must have been three hundred and fifty years ago.

Legend abounds here and even now when summer thunderstorms go pounding and crashing up and down the valley again and again, one has an uneasy feeling hard to explain.

It was legend which first brought the Indians to the Valley. They made long, overland journeys to find this spot where the hills were rolling, the game abundant and "where the water flowed both ways". This must have seemed a mysterious omen to find the ocean-bound current turn back and run towards the mountains from where it came.

Close by is spot which is called "De Duyfels Dans Kammer," a point of land on the northern part of Newburgh Bay. The name, given by early Dutch settlers, means "The Devil's Dance Chamber". This name seemed apt to them for when they first sailed up the Hudson, they saw strange, and to them, fantastic activity. Indians were gathered there in celebration and the painted faces and wild dancing frightened and mystified the Europeans.

Among the Indians who met there were the Esopus, Haverstraws, Wappingers, and Tappans. According to records, no Indian battles were ever fought here. Instead it was considered sacred ground. It was here that they met to discuss and solve their problems, and to celebrate and give thanks to their gods.

The actual Dans Kammer is only several acres of land on a plateau. There is a little Dans Kammer on a level piece of land separated from the mainland by a marshy tract which is sometimes covered by water. It is only about a half acre in size.

There is a house standing near the approach to Dans Kammer. It was important to the Indian and the settler as well. This house is now located just over the Ulster County line in Orange County. Originally it, and all of Danskammer, were in Ulster County. It is the oldest house in Orange County and probably the oldest dwelling of a Jew in North America.

The house was built by Lewis Moses Gomez in 1715. It was a long, low structure and was used as a trading post. At each end there is a fireplace eight feet wide and six feet deep. Behind a wall there has been found a hidden passageway which, unfortunately has been blocked up, but is thought once to have led the way to a trail to the river.

The Gomez family was full of glamor and turbulence. Isaac, a titled Spaniard, fled to France from the Inquisition. King Louis befriended him to such an extent that Isaac named his son Louis Moses Gomez. After the Edict of Nantes had been revoked by King Louis, Louis Moses fled to England. There is evidence that Gomez was in New York City by 1703. Among his descendants, the late Justice Benjamin Cardoza.

Although we are uncertain as to when Gomez first came to Dans Kammer, he is listed on the tax roll of 1717 for the Marlborough area. They became very large landholders as shown by an old purchase record. Eight-hundred acres were purchase in the name of Jacob, son of Louis Moses and 1/7 of a tract of 3600 acres was transferred from Louis to David Gomez, his son in 1723.

During the early days of settlement the house and Dans Kammer cannot be divided into separate stories for their roles were too interwined. As the Indians made their way to their ceremonial ground from all directions, they brought with them their finest furs to trade at Gomez's post; therefore, it became a great center for both settlers and Indians. Even today the hooks which held the Indians' furs can be seen in the ceiling.

We are unable to ascertain just when the house passed out the hands of the Gomez family but for many years it played an important role in the history of the area. Wolvert Ecker was the next to become its owner. Mr. Ecker was a man prominent in the history of Marlborough. He was the man who added the second story to the house and built a mill. Records show that he was very active during the Revolutionary War.

Public participation in the Revolution began in 1774 upon passage of the non-importation resolutions by the Provincal Congress. These resolutions brought to a height the public discussion of England and her conduct toward her colonies. As a result Committees of Safety and Observation were set up in towns and precincts in the Province.

These Comittees were very powerful. They had the power to take horse, grain and provisions, fix the price for them and to issue certificates for payment. They could order the arrest of suspected enemies of the Revolution, examine them, and if they thought it necessary, could send these suspected persons before the State Committee on Safety and Observation. Sometimes they imprisoned persons. They seized the goods of those who had joined the enemy. It was the Committee who recommended officers in the Army and apparently were in charge to a great extent of town and precinct government. These people were looked up to by their neighbors and their advice sought. They were the men who were always informed of the events of the day.

Wolvert Ecker served on the New Marlborough Committee and was chairman of the Newburgh Committee. He was a man who had great faith in the cause of the Revolution and gave of his goods and himself to the utmost.

On Sunday afternoons, the neighbors met at his home to discuss the events of the day. It is said Mr. Ecker would first read a chapter from the Bible and then relate the news of the Revolution. Discussion would follow all afternoon.

Wolvert Ecker spent all of his money for the cause of liberty and never lost faith. He died a very poor man.

In these years much has changed in the Valley. Dans Kammer is now occupied by a power plant. Once in a while we are reminded of its past when we find an artifact from the Indian culture. The house still stands on the old mill road, perfectly preserved.

Only we who live in the area know, if only vaguely, of the rich history which passed in these two places. Everyone is well acquainted with the great monuments of history but it is the many small, local evidences of faith which made the world shaking events possible. It is the trader, the thrifty, industrious worker, the humble and devout settler who wrote our history. He began simply and humbly at home with his neighbor and it was here that thereal glory belongs.

TWO CHILREN'S ESSAYS ON JOHN BURROUGHS

Pupils of Betty Dall Vechia Martuscello, teacher in the Marlborough school, took party before June, 1959, in an essay contest on John Burroughs, who was a teacher in town in his 'teens.

The essays appear below.

A NEIGHBOR

By Joel McCourt

It seems to me that all famous men, living or dead, are far away in both time and space. When a famous person lives or has lived near you he seems to be special and arouse more interest than all others.

John Burroughs, born in Roxbury, New York, in 1837, worked on his father's farm and studied whenever possible. He started writing at the age of fourteen, and at nineteen had gained admission to "The Atlantic Monthly" by writing an essay. In his youth Burroughs admired several great men, especially Emerson, Whitman and Arnold. From these men he took characteristics which helped to make him the fine writer and person that he was.

Burroughs, besides being a writer, was an official in the Treasury Department, a journalist and a school teacher. He is of special interest to those of us who live in Marlborough because he taught school here.

He spent a great deal of his time on his farm in Esopus, where he was both farmer and writer. His main topics were nature, and literary criticism. A born naturalist, he could make his reader see the individual members of nature as they really were. This may be one reason why John Burroughs is considered a great man of this region.

By the time of his death in 1921 he had written many essays, some which were "Winter Sunshine", "Birds and Poets," and "Fresh Fields." These, his other works and the fact that he came from the Hudson Valley will create interest in him for many years to come.

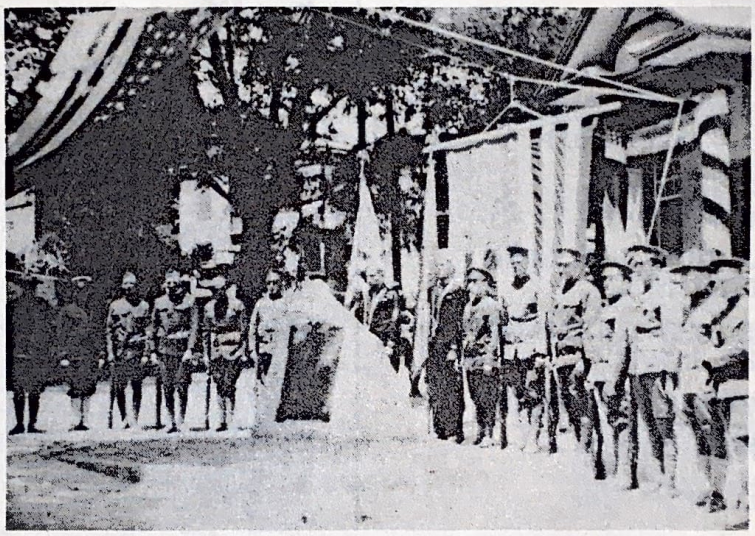
(Continued)

COL.
IS DU BOIS
HOUSE

Photo Courtesy John Rusk

Photo Courtesy John Badner

OLD WRIGHT MILL.
NOW SCHANTZ'S MILL.
OLD MAN'S KILL.



W. W. I VETERANS AT DEDICATION OF PLAQUE IN FRONT OF LIBRARY, MARLBOROUGH 1923.

Photo Courtesy John Badner

A GREAT AMERICAN NATURALIST

By Elaine Card

John Burroughs was born April 3, 1837, on a farm in the atskill Mountains near Roxbury, Delaware County, New ork. In his family he was one of ten children. Although he aveled to England, Hawaii, the West Indies and Alaska ith many of his companions, he spent most of his eighty- ve years near the place in which he was born.

From the age of five to seventeen he attended a school own as the Stone Jug. When he wasn't attending school he orked on the farm helping with the haying, building fences nd other farm chores.

John Burroughs' love for birds all started one day when and his brother were looking for wintergreen. He spotted odd bird flying around and neither of his brothers knew r cared about the bird. It wasn't until twenty years later at he learned the name of this particular bird, a black- roated blue warbler.

Burroughs started his teaching career in 1854 at a little untry school in Tongore, New York.

In 1857 John married Ursula North while he was teaching High Falls, New York.

Later on he taught near West Point, and made use of the rary at the Academy. It was in this library that he saw Audubon's bird paintings. He met Ralph Waldo Emerson, who helped him keep up with his literary studies.

Burroughs, at the age of twenty-seven, went to Washington, D. C. to work in the Quartermaster's General Department. It was here that he met Walt Whitman, who became his close friend and advisor. In 1867 his first book was published, "Notes on Walt Whitman, Poet and Person." His first nature book, "Wake Robin", was published four years later.

When he left Washington Burroughs settled on a small fruit farm at West Park, which later became known as "Riverby."

Burroughs was not interested in birds alone, he studied all of nature. When people came to see him he needed a separate place for observing and writing. He built a cabin known as "Slabsides" with the help of his brothers. This cabin is still standing the way John Burroughs left it years ago, in West Park. A sign in memory of Mr. Burroughs is standing near the road on which "Slabsides" is located, on 9W toward Kingston.

John Burroughs, a great American naturalist, left the world of nature when he died March 29, 1921. No one can say that his ideas of nature died with him, because all of his observations and writings on nature were put into the twenty-five books which were written by John Burroughs.

PATRONS

MONDELLO'S HOTEL — Marlboro, N. Y.

RAYMOND D. WILEY — Plumbing
Marlboro, N. Y.

PHIL MARTIN — Milton, N. Y.

TALLY - HO INN Route 9-W — Marlboro, N. Y.

MARLO INN — Marlboro, N. Y.

WEST MARLBOROUGH MISSIONARY SOCIETY
Founded in 1914 Mrs. Geo. Cosman, 1st Pres.

PHIL MARTIN SERVICE STATION — Rt. 9-W
Milton, N. Y.

MILTON AUTO SALES — Rt. 9-W
Milton, N. Y.

JOSEPH BIASINI & SONS
Orchard Street — Marlboro, N. Y.

NURICK JEWELERS
116 Broadway, Newburgh, N. Y.

P. J. F. GALLAGHER Real Estate
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AMODEO BROS. SERVICE STATION
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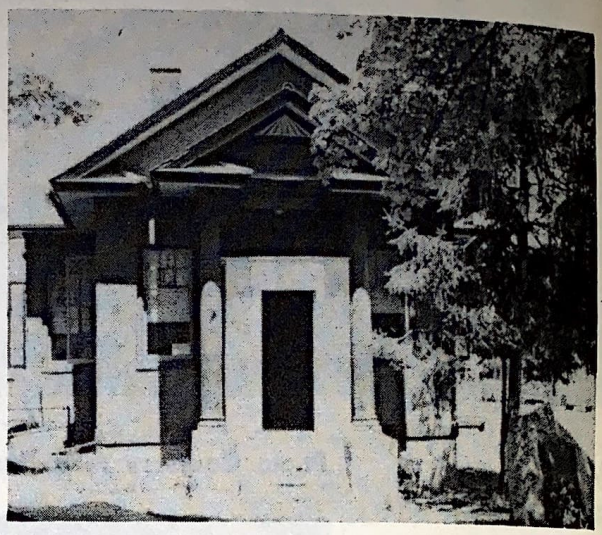
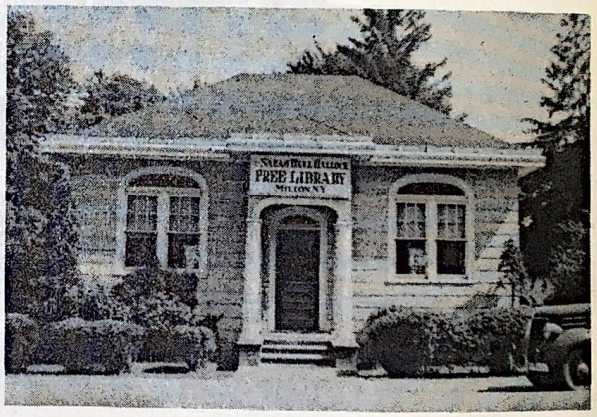


MARLBOROUGH LIBRARY



MILTON LIBRARY

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THE 1959 YEAR OF HISTORY IN THE TOWN OF MARLBOROUGH

[M]ay 1, 1959— Proclamation Night, Marlborough Central High School. In charge of Civic Organization, Marie Renaud, Pres.; and Paul Georgini, Supervising Principal of the Schools.

ugust 22-30, 1959— History exhibits, hall of Marlboro Presbyterian Church and Milton Library, 3-10 p.m. daily.

ugust 26, 1959— John Burroughs Day, Marlboro Library, 3-5 p.m. Talk by Elizabeth Burroughs Kelley; essay awards. Flossie Mackey Linsig, Librarian; and committee.

ugust 28, 1959— Quaker Day, Milton Library, 3-10 p.m. Helen Piper Bell, Librarian: and committee.

ugust 29, 1959— town parade, high school to church grounds, Assemble H. S. 4:30 p. m. Church grounds, judging of floats, costumes, beards including those of one week's growth or less. Paul Faurie, Chairman; and committee.

ugust 30, 1959— Get-Together at Marlboro Yacht Club grounds, bow and arrow demonstrations, Mohonk Bowmen; water skiing; refreshments.

eptember 12, 1959— Saturday—Kingston, Empire State Day Parade.

eptember 17, Thursday, Princess Beatrix of The Netherlands will pass through Marlborough and Milton on 9W.

ctober 3-4, 1959, Wallkill Valley celebration, New Paltz.

Other events may be arranged any time during 1959.

SOUVENIR EDITION OF THE FIFTY-NINER

Celebrating summer, 1959 observance by the Town of Marlborough of the 350th Anniversary of the discovery of the Hudson River by Henry Hudson, and of Lake Champlain by Samuel de Champlain.

Managing Editor— Elizabeth H. Plank, Town Historian; assistant historian, John Matthews, Business Manager— Benjamin Gilberti.

Celebration Committee—Edgar Floersheim, Henry Budelman.

Exhibit,—Charlotte Polizzi Blackett, Kenneth Taber, Adelaide Hallock Wilkie.

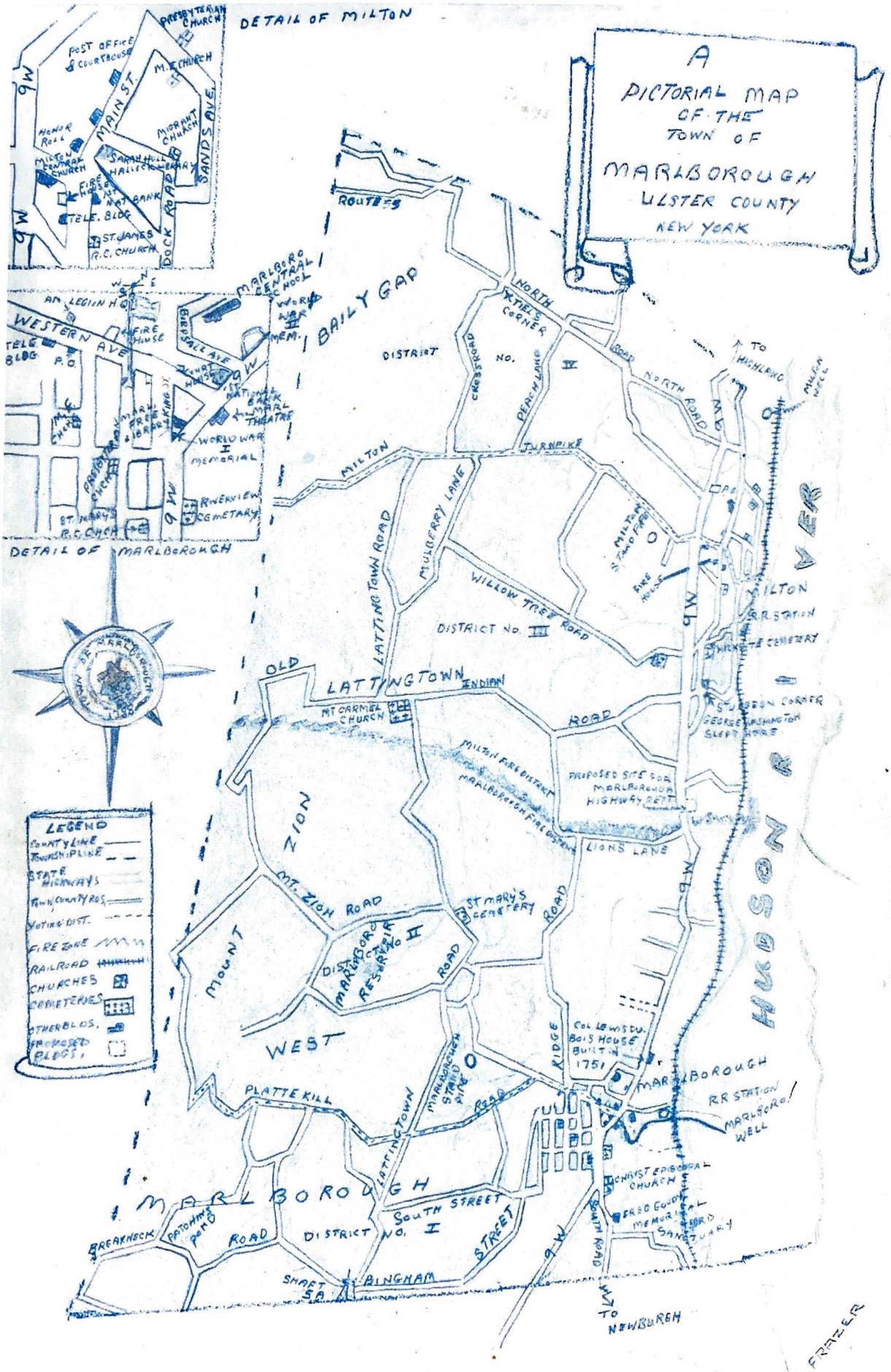
Security—John Esposito.

Acknowledgements

Grateful acknowledgement is made of permission granted for use of the cover, The Half Moon, by Anne Frampton, Highland, produced by silk screen process in the shop of Highland High School.

Acknowledgement is made for help given by the Town Board; exhibitors; committees, constables, advertising salesmen and advertisers, and the many people who assisted with historical data.

The Fifty-Niner is published every Now and Then with News of Then and Now. Address—Marlboro, N. Y.


A PICTORIAL MAP OF THE TOWN OF MARLBOROUGH ULSTER COUNTY NEW YORK
DETAIL OF MILTON
DETAIL OF MARLBOROUGH
LEGEND
COUNTY LINE
TOWNSHIP LINE
STATE HIGHWAYS
TOWN COUNTY RDS.
VOTING DIST.
FIRE ZONE
RAILROAD
CHURCHES
CEMETERIES
OTHER BLDS.
PROPOSED BLDGS.
BAILY GAP
DISTRICT NO. IV
DISTRICT NO. III
DISTRICT NO. II
DISTRICT NO. I
MARLBOROUGH
MILTON
WEST
MOUNT ZION
LATTINGTOWN
HUDSON RIVER
MAIN ST.
SANDS AVE.
DOCK ROAD
WESTERN AVE
MARLBORO CENTRAL SCHOOL
WORLD WAR MEM.
WORLD WAR I MEMORIAL
RIVERVIEW CEMETARY
ST. MARY'S R.C. CHCH
ST. JAMES R.C. CHURCH
MILTON FIRE DISTRICT
MARLBOROUGH FIRE DISTRICT
PROPOSED SITE FOR MARLBOROUGH HIGHWAY RETT
LIONS LANE
MT. ZION ROAD
ST MARY'S CEMETERY
MARLBOROUGH RESERVOIR
PLATTE KILL
SOUTH STREET
BINGHAM STREET
BREAKNECK
PATCHING POND
SHAFT 5A
COLLEWIS DUBOIS HOUSE BUILT IN 1751
MARLBOROUGH RR STATION
MARLBORO WELL
CHRIST EPISCOPAL CHURCH
FRED GOODY MEMORIAL
SANCTUARY
TO NEWBURGH
TO HIGHLAND
MILTON RR STATION
WICKETTE CEMETERY
STUDSON CORNER
GEORGE WASHINGTON SLEPT HERE
MILTON STAND PIPE
FIRE HOUSE
MULBERRY LANE
WILLOW TREE ROAD
LATTINGTOWN ROAD
OLD LATTINGTOWN ROAD
INDIAN ROAD
MT CARMEL CHURCH
TURNPIKE
NORTH ROAD
NORTH ROAD
CROSSROAD
PEACH LAND
ROUTE 55
MARLBOROUGH STAND PIPE
RIDGE ROAD
SOUTH ROAD
RICHARD A. FRAZER